

The background is a solid teal color. It features two large, abstract, darker teal shapes. One shape is a long, thin triangle pointing to the right, located in the upper half of the page. The other shape is a wider, shorter triangle pointing to the left, located in the lower half of the page. These shapes create a sense of depth and movement.

APPENDIX E

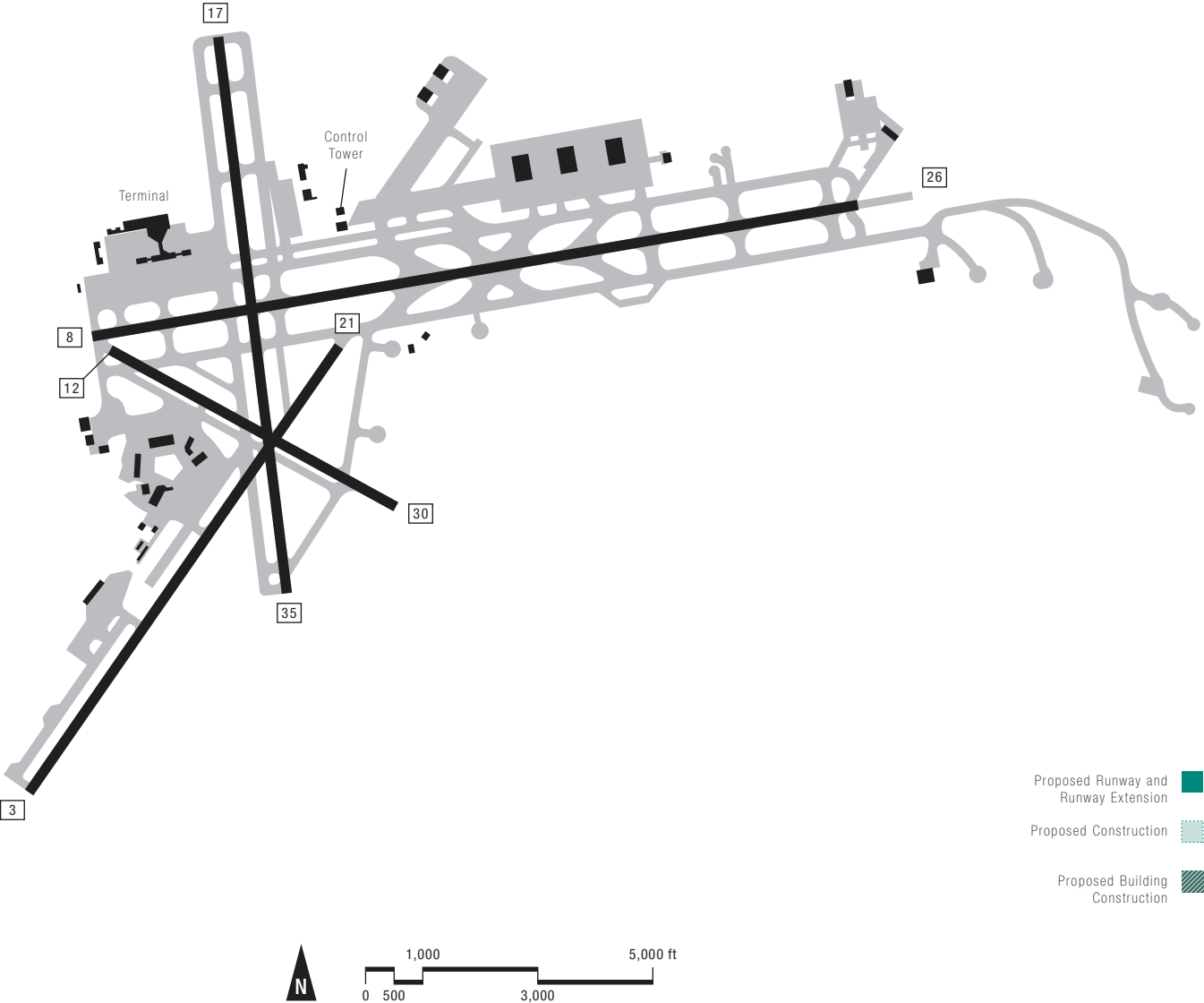
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ABQ – Albuquerque International Airport

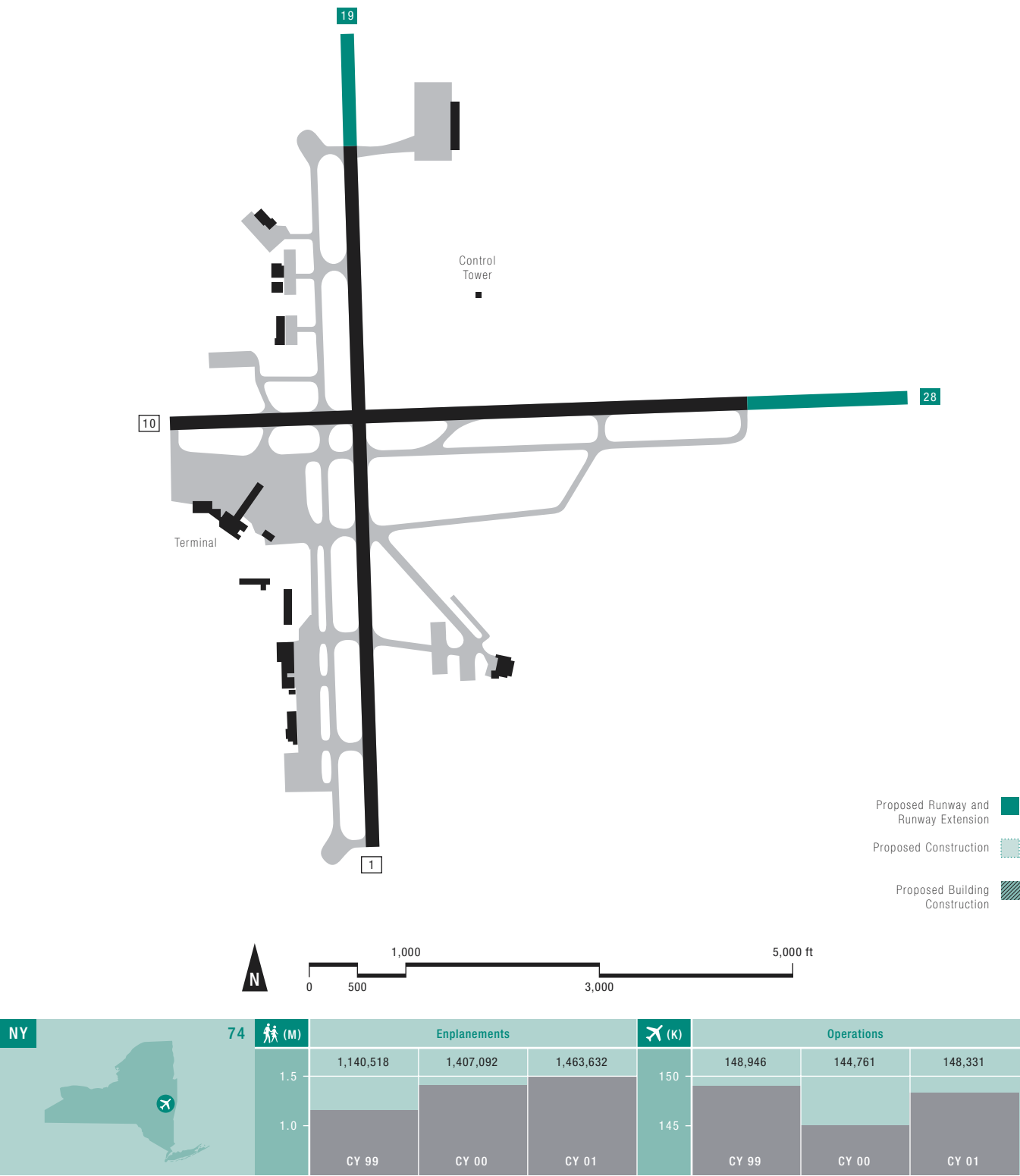
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



NM	53	 (M)	Enplanements			 (K)	Operations		
			3,137,931	3,148,780	3,095,899		228,933	233,173	241,673
			3.2				260		
		3.1				230			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

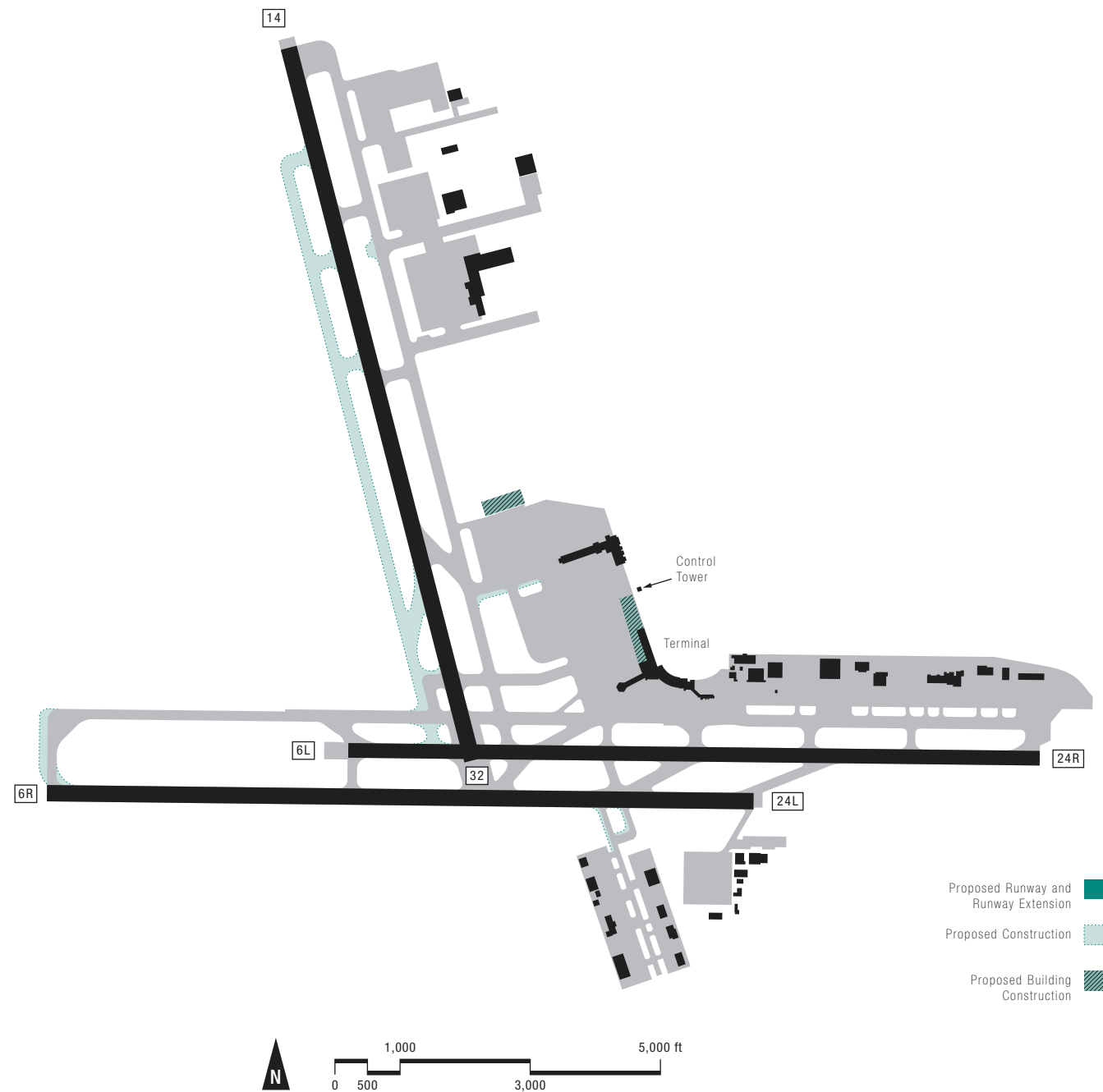
ALB – Albany County Airport

Construction of an extension to Runway 10/28 is planned. The estimated cost of construction is \$5.8 million and is expected to be completed in 2002. An extension of Runway 1/19 is planned at an estimated cost of \$7.5 million. Completion is expected in 2005.



ANC – Ted Stevens Anchorage International Airport

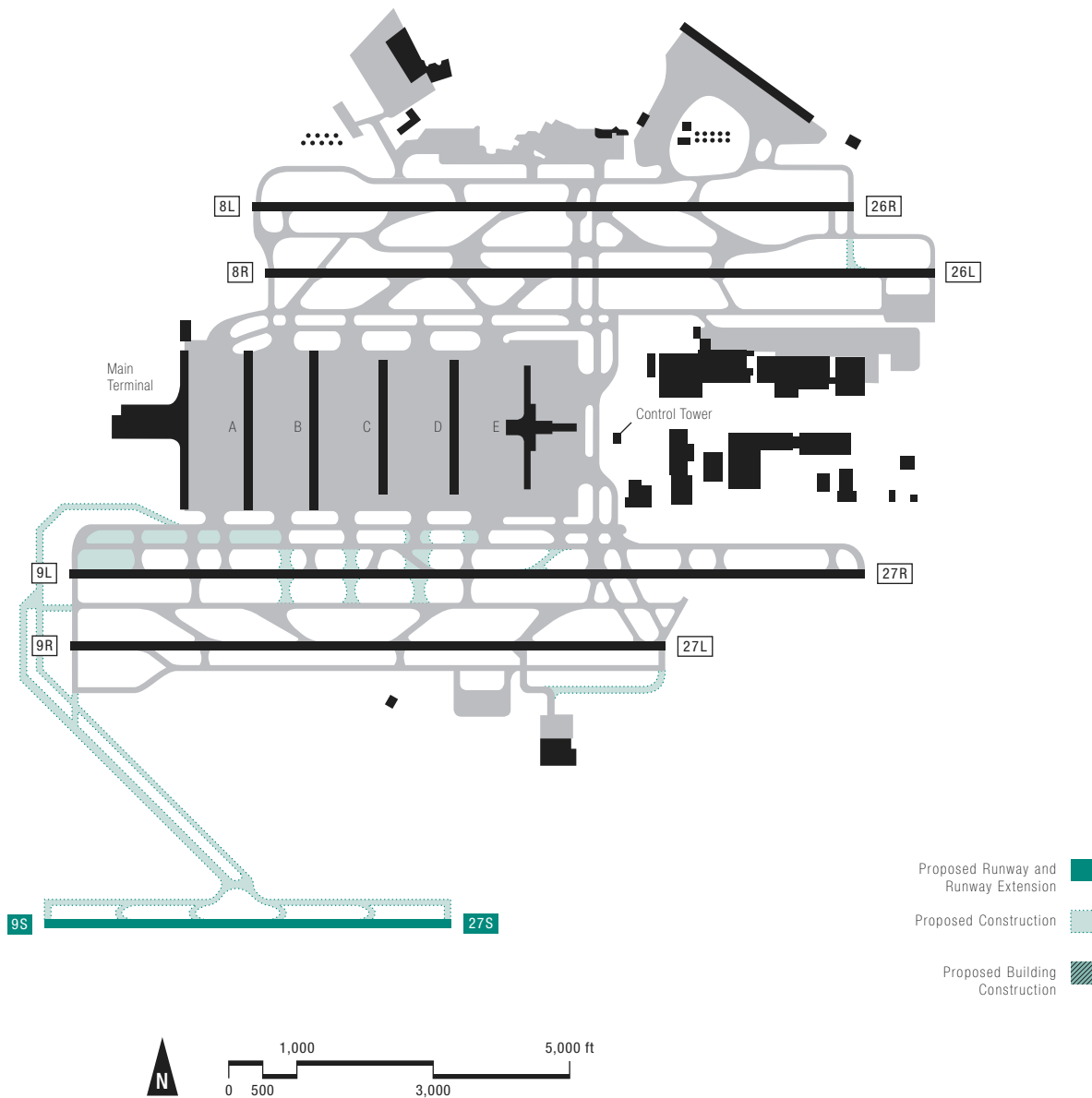
A new runway, 32L/14R, is being proposed, at a cost of \$16 million. No completion date is available at this time.





AK	60	✈️ (M)	Enplanements			✈️ (K)	Operations		
			2,536,319	2,503,138	2,419,261		310,531	317,763	300,166
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

ATL – Hartsfield Atlanta International Airport

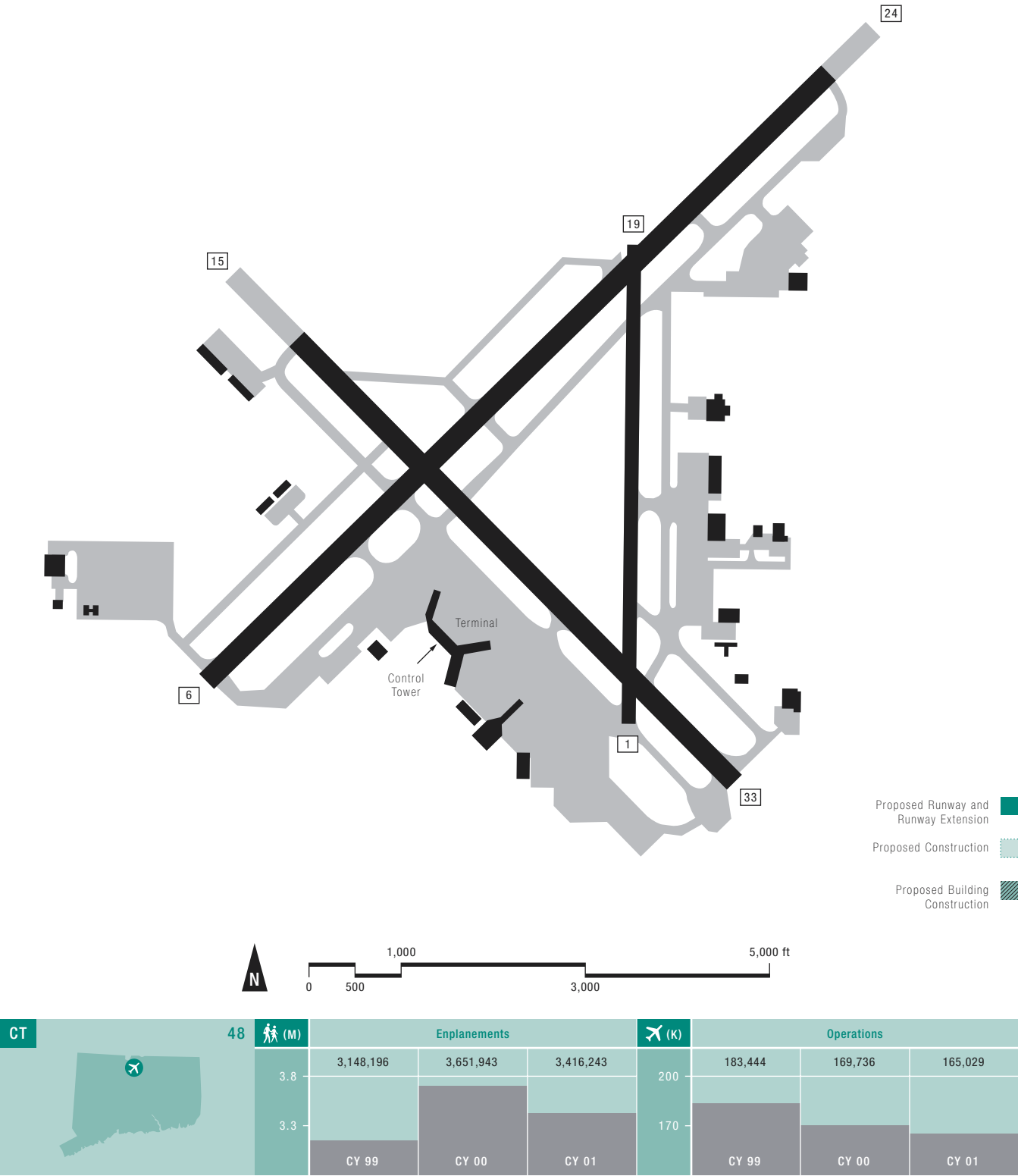
A fifth Runway 10/28, 9,000 ft. long and approximately 4,200 ft. south of Runway 9R/27L, is under design. Land acquisition is ongoing. The runway will permit triple independent IFR approaches using the PRM. The total estimated cost is \$1.2 billion. Construction began in 2000. The estimated operational date is early 2005.



GA	1	 (M)	Enplanements			 (K)	Operations		
			38,136,866	39,277,901	37,181,068		909,911	913,449	887,403
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

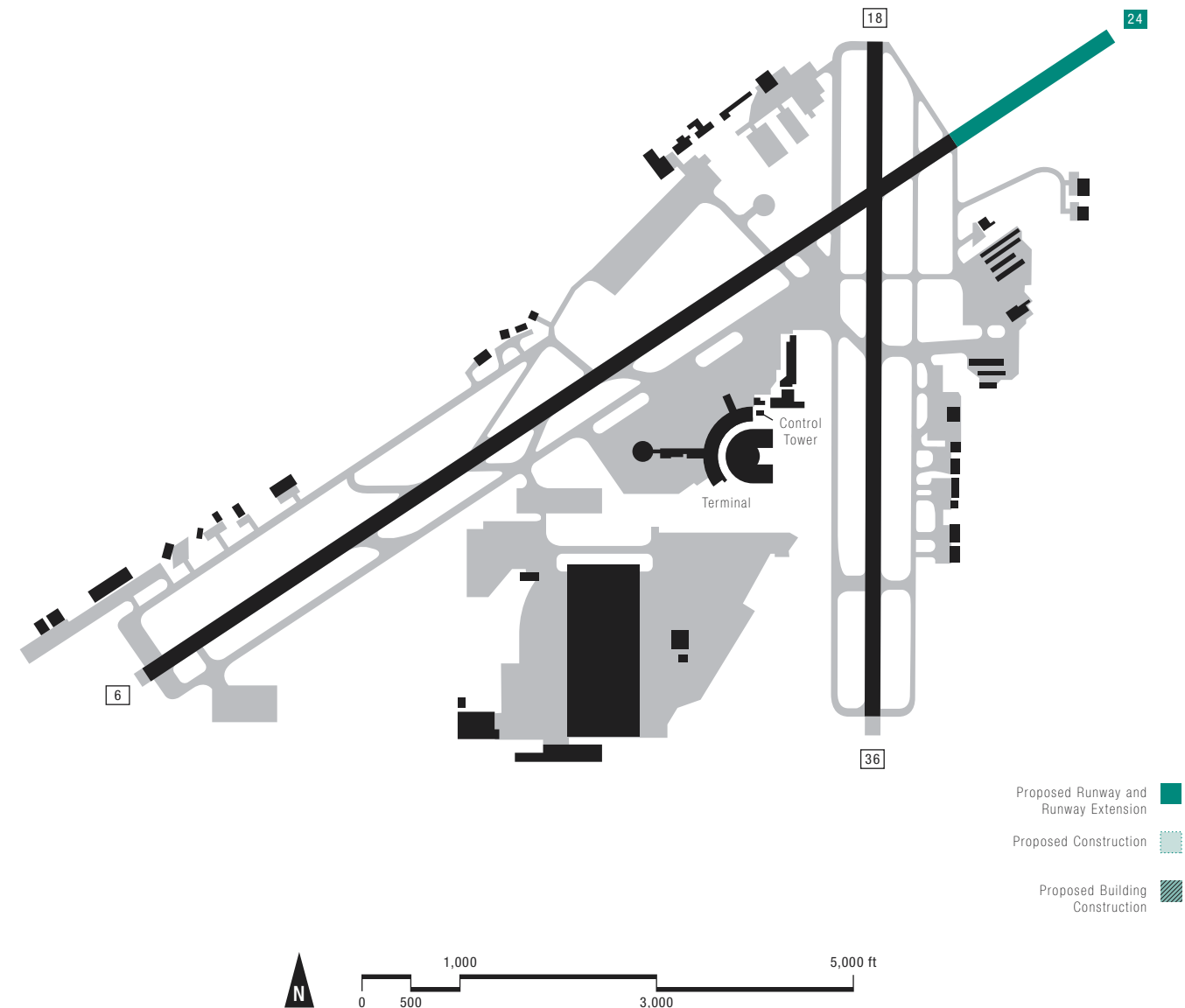
BDL – Bradley International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



BHM – Birmingham Airport

A 2,000-ft. extension of Runway 5/23 is currently proposed in the Airport's Master Plan. As proposed, the Runway 23 threshold would be displaced by 2,000 ft. Therefore, Runway 23's length available for departures and arrivals would be 12,000 ft. and 10,000 ft., respectively. Runway 5's available length for both arrivals and departures would increase to 12,000 ft. The increased length will allow increased aircraft payloads. An environmental assessment for the runway extension was completed in 1999. The runway extension is planned to be completed by 2002. The total estimated cost is \$17 million.






AL	71	✈️ (M)	Enplanements			✈️ (K)	Operations		
			1,525,654	1,538,007	1,505,133		155,842	153,917	148,869
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

BNA – Nashville International Airport

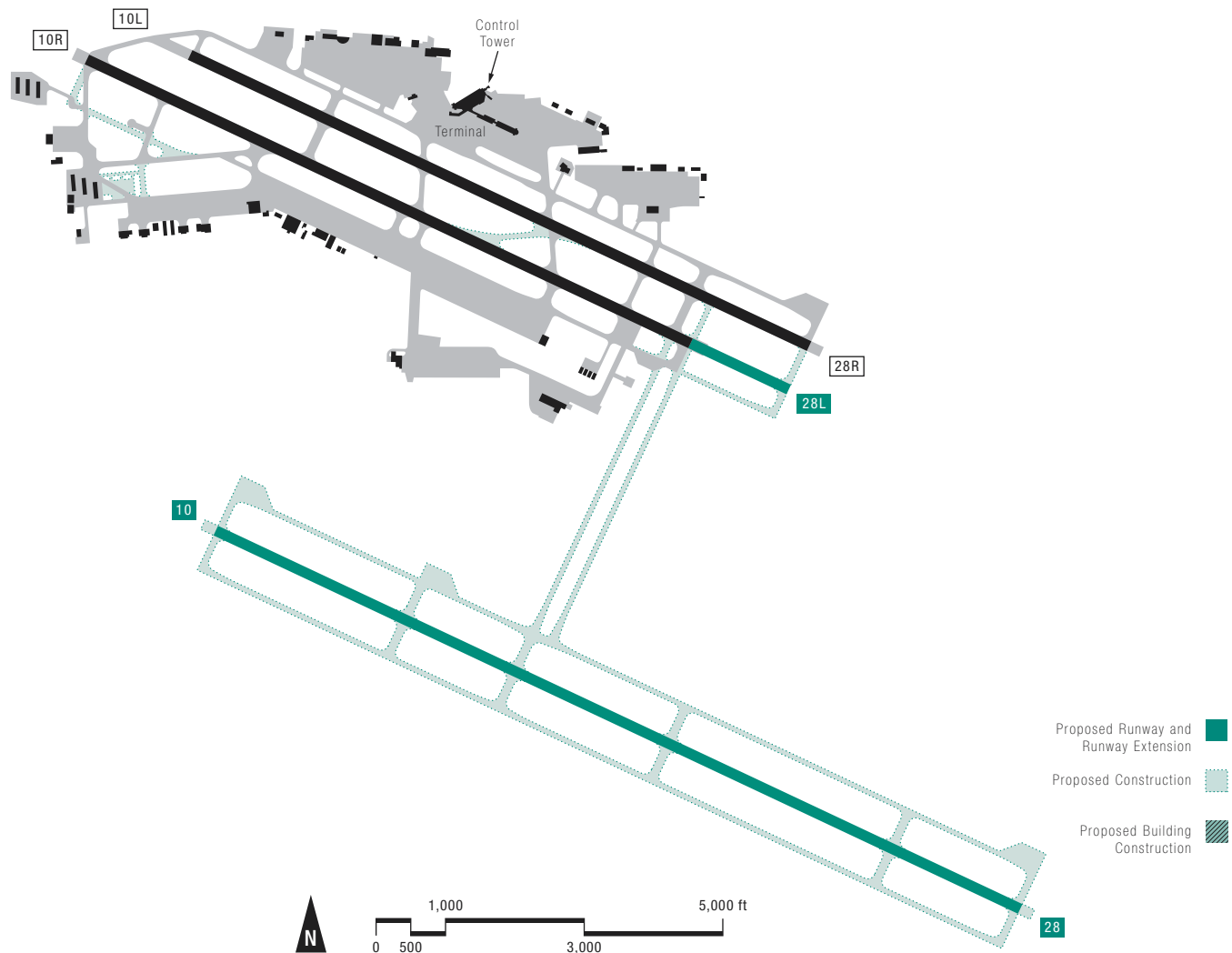
A new Runway 2E/20E is planned for the future between 1,500 and 3,500 ft. from Runway 2R/20L. In addition, an extension to Runway 2R/20L is planned.



TN		42	 (M)	Enplanements			 (K)	Operations		
		4.6	4,207,731	4,479,909	4,209,465	250	242,433	248,135	237,139	
		4.3				235				
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01	

B0I – Boise Air Terminal

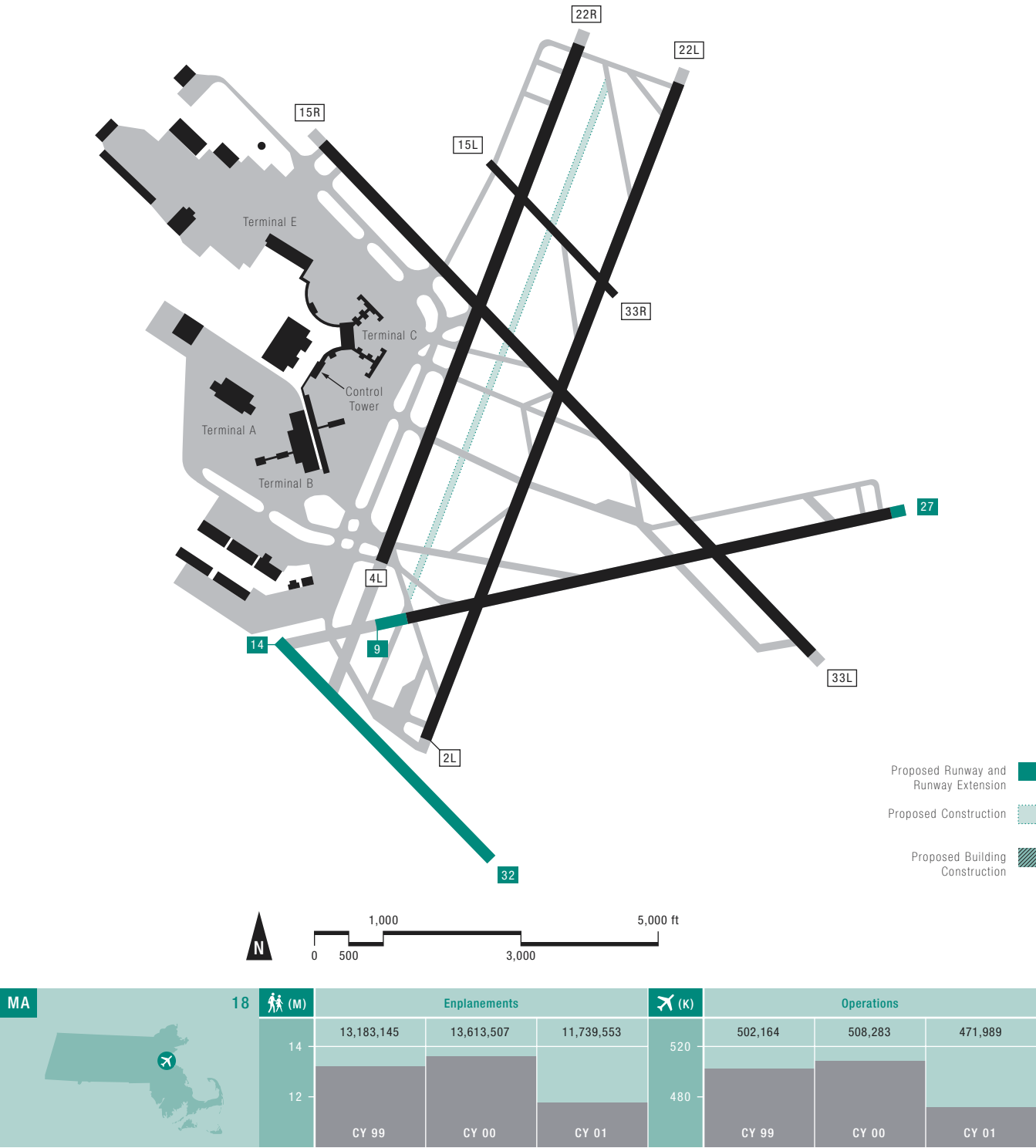
A third parallel Runway 10R/28L is planned for the long-term future. It is planned 5,400 ft. south of existing Runway 10R/28L (to be renamed 10C/28C). A third parallel Runway 9/27 is planned for the long-term future. The eastern 5,000 ft. will be constructed in 2002 for military short-field landing training. The third runway is planned 5,200 ft. south of existing Runway 10R/28L.



ID	75	Enplanements	✈️ (K)	Operations
		1,420,073	180	179,891
	1.6	1,524,458	160	171,010
	1.4	1,425,007		164,741
		CY 99		CY 99
		CY 00		CY 00
		CY 01		CY 01

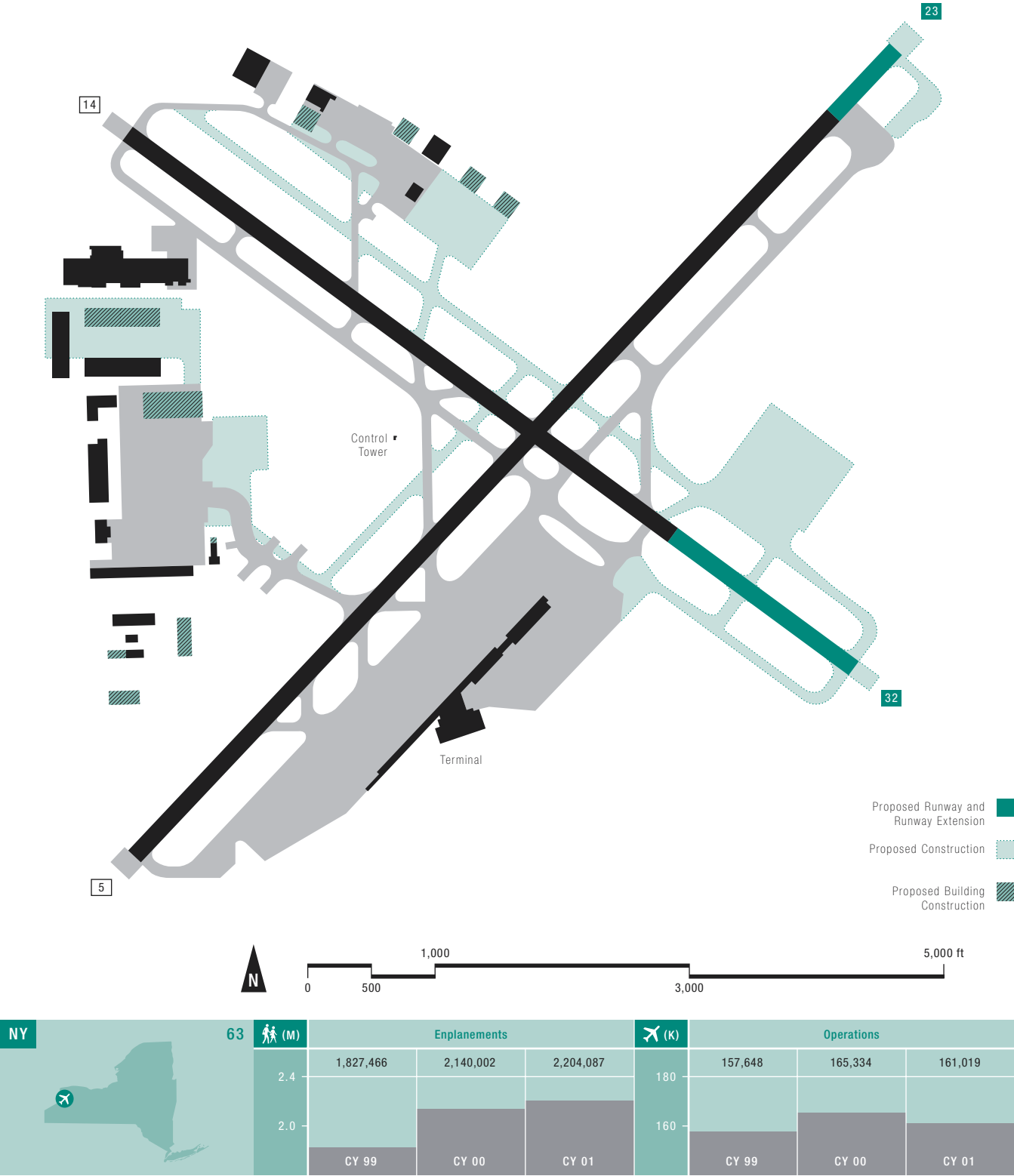
BOS – Boston Logan International Airport

A new uni-directional 5,000 ft. Commuter Runway 14/32, and a new midfield taxiway, 9000 ft. in length, and other improvements are planned. An Environmental Impact Statement is nearing completion for the airfield project. The estimated cost for construction for the new runway is \$100 million including mitigation. Massport's current plans reflect completion of the new Runway in 2005.



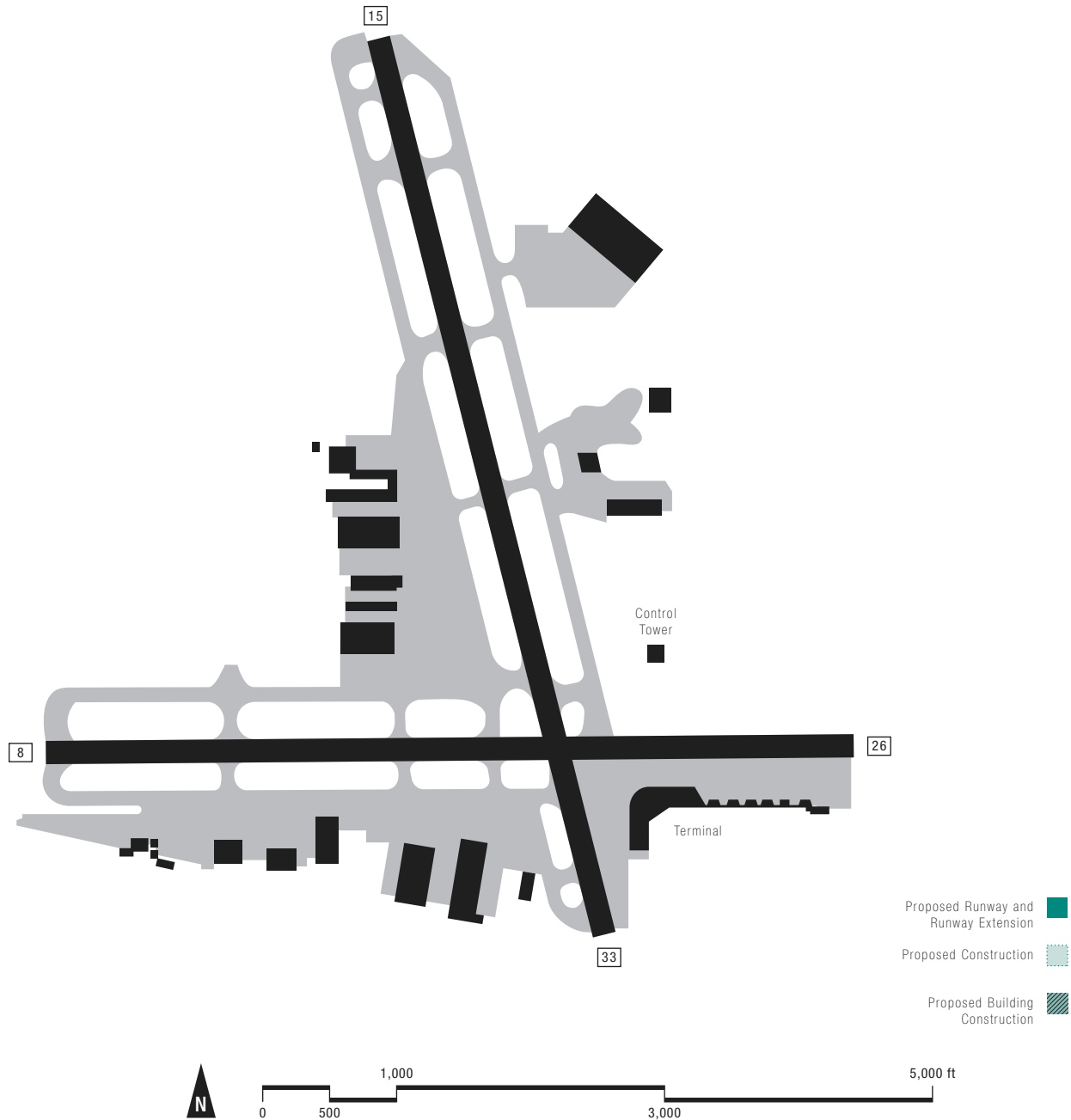
BUF – Greater Buffalo International Airport




Construction of an extension to Runway 14/32 is planned. Estimated cost of construction is \$4.9 million and it is expected to be completed in 2005.



BUR – Burbank-Glendale-Pasadena Airport

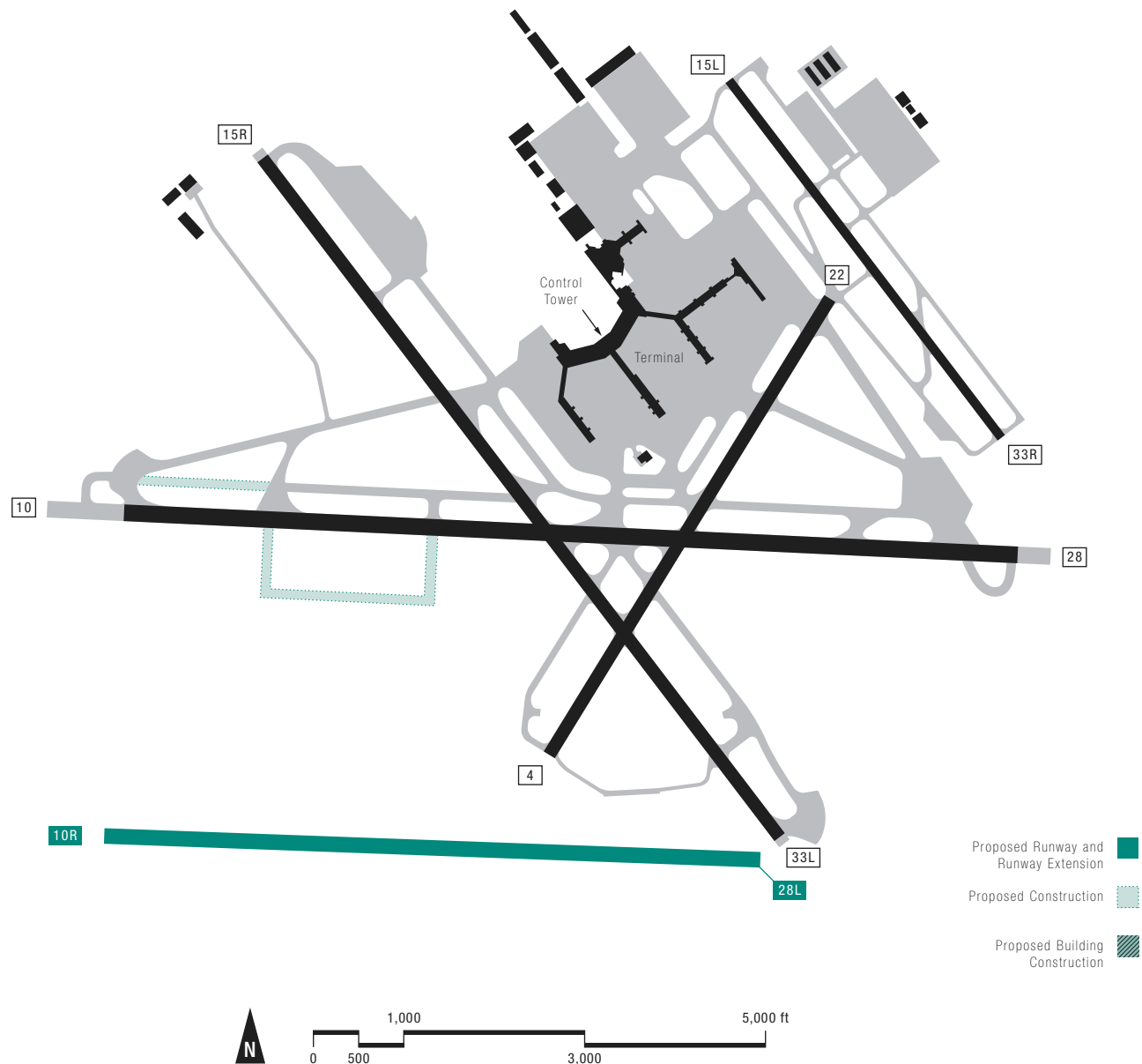
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.




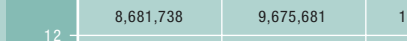


CA		62	 (M)	Enplanements			 (K)	Operations				
				2.4	2,376,645	2,380,531		2,250,685	180	175,278	160,730	159,705
				2.2					160			
					CY 99	CY 00		CY 01		CY 99	CY 00	CY 01

BWI – Baltimore-Washington International Airport

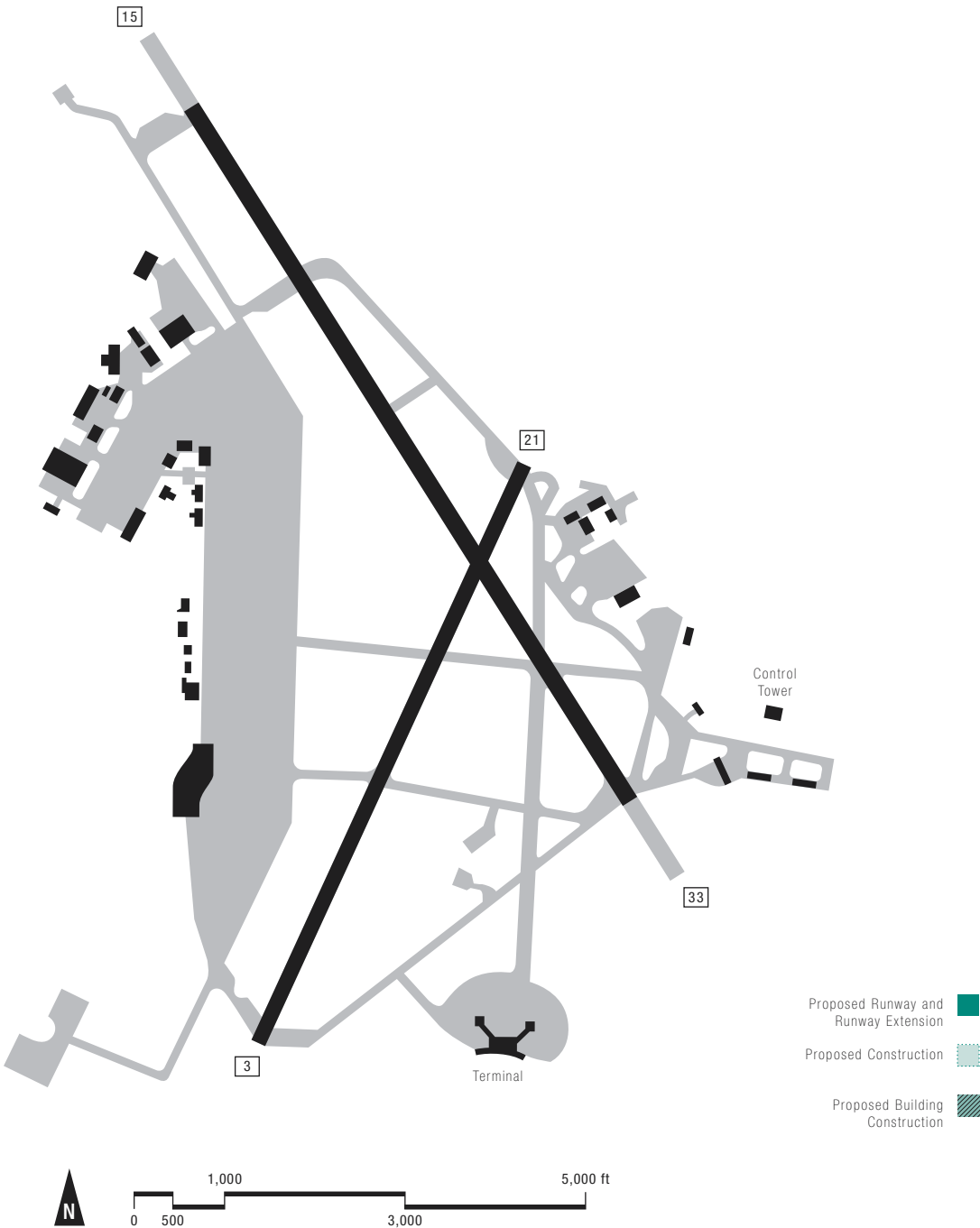
Various capacity improvements are currently under consideration by the Washington/Baltimore International Airport (BWI) Capacity Task Force. The BWI Capacity Enhancement Plan (CEP) is projected for release in 2002. The CEP will detail several viable proposed capacity improvements and runway alternatives, and identify the anticipated date of project(s) construction.






MD		22	 (M)	Enplanements			 (K)	Operations		
			12	8,681,738	9,675,681	10,098,665	340	303,287	315,348	323,771
			9				310			
					CY 99	CY 00	CY 01		CY 99	CY 00

CHS – Charleston International Airport

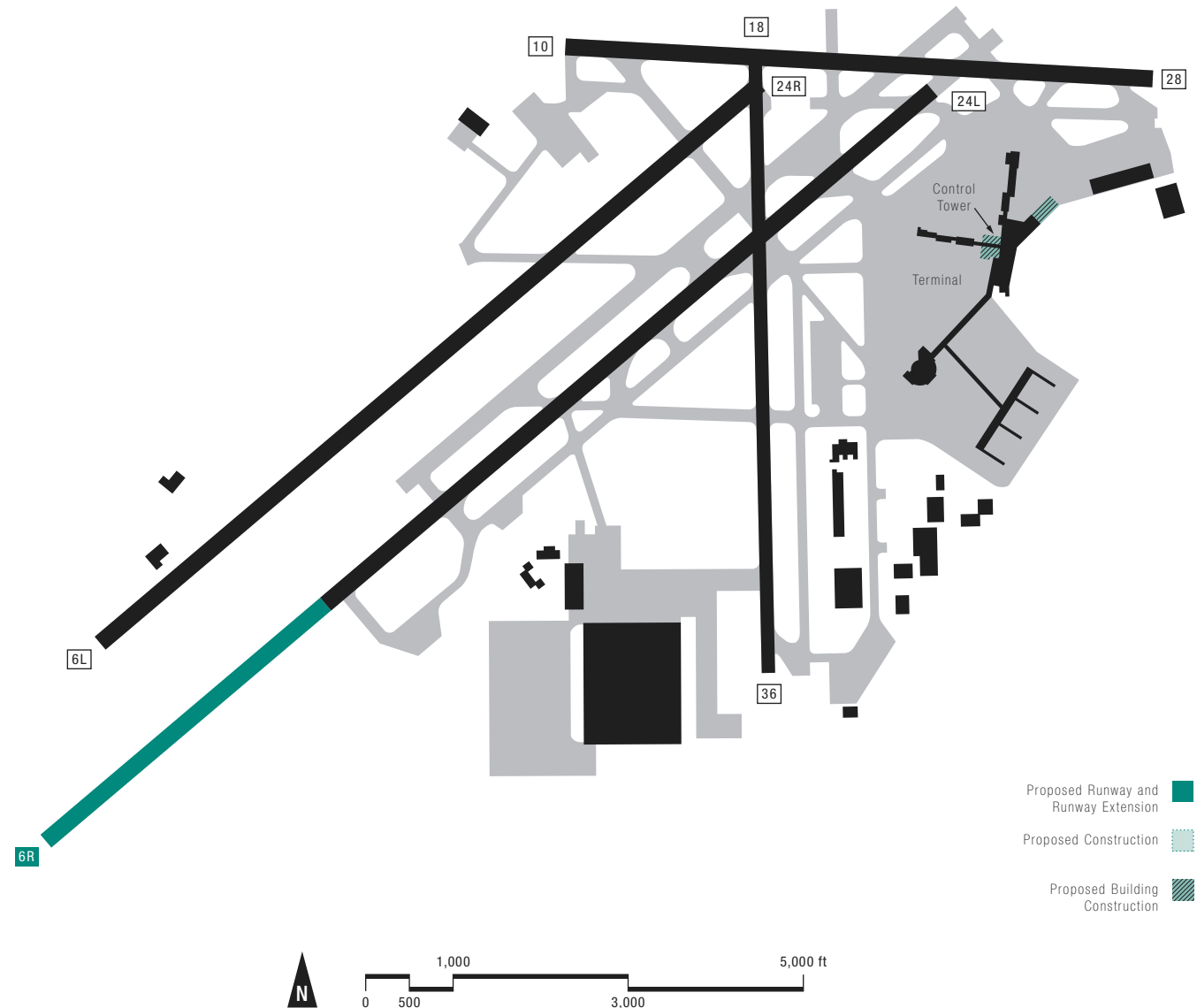
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



SC		90	 (M)	Enplanements			 (K)	Operations		
				785,882	843,787	786,326		137,487	136,129	125,499
				0.9				140		
				0.8				120		
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

CLE – Cleveland Hopkins International Airport

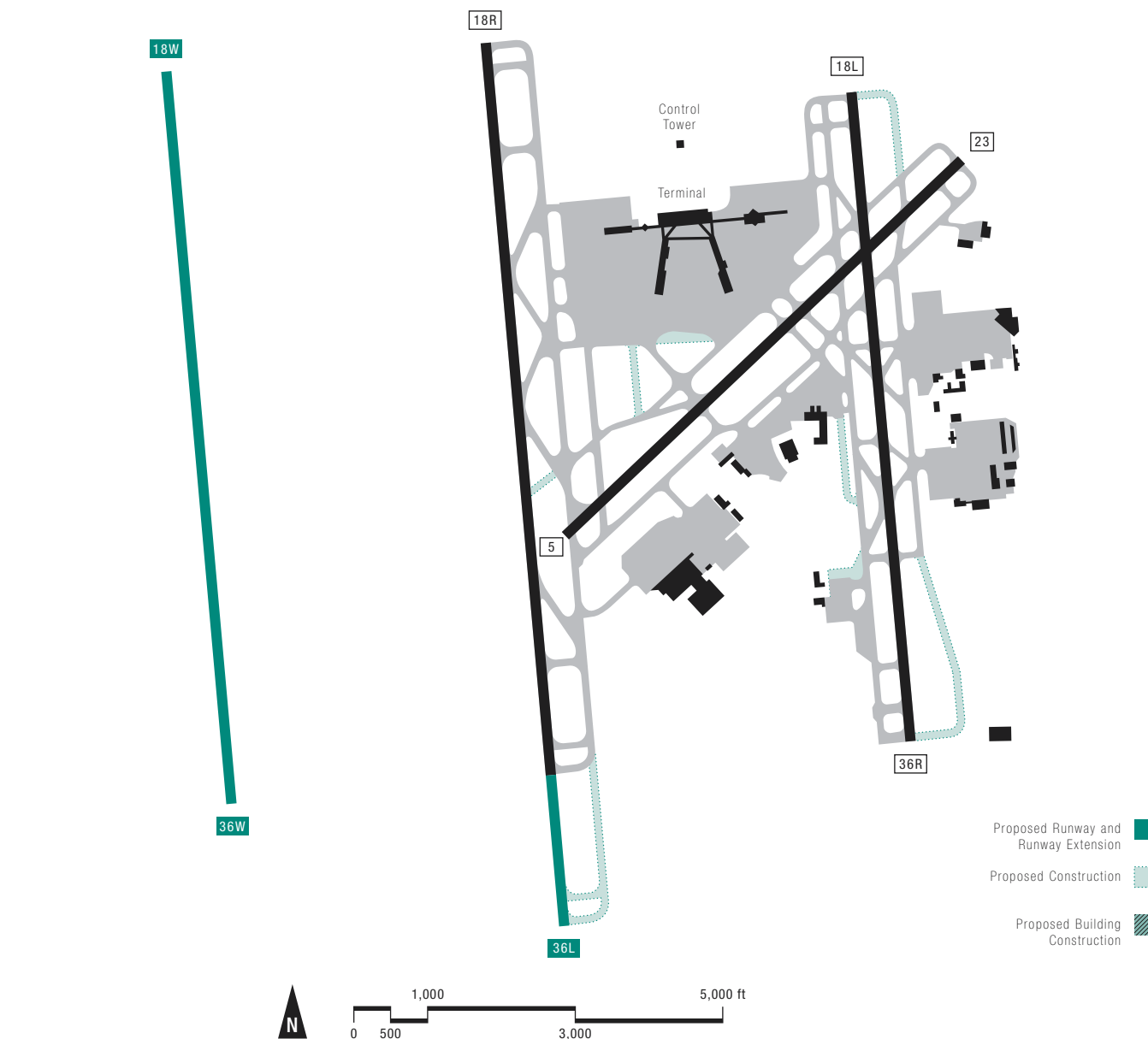
The current ALP shows construction of a new Runway 6L/24R that will be 9,000 ft. long. Construction of Phase I, 7,000 ft., is under construction and is expected to be operational in December 2002. Phase II, completing construction to 9,000 ft., is awaiting relocation of existing NASA facilities now in progress and is scheduled to be operational in November 2004. The cost of Phase I and II is \$129 million. Also planned is the conversion of existing 6L/24R into a parallel taxiway at a cost of \$3 million, scheduled for completion 2005. Future projects include an extension of existing Runway 6R/24L from 9,000 ft. to 11,250 ft., at an estimated cost of \$40 million. The schedule is pending, based upon available funding.






OH	35	✈️ (M)	Enplanements			✈️ (K)	Operations		
			6,089,380	6,269,516	5,633,495		321,420	331,899	291,714
			6.4				340		
		5.8				300			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

CLT – Charlotte/Douglas International Airport

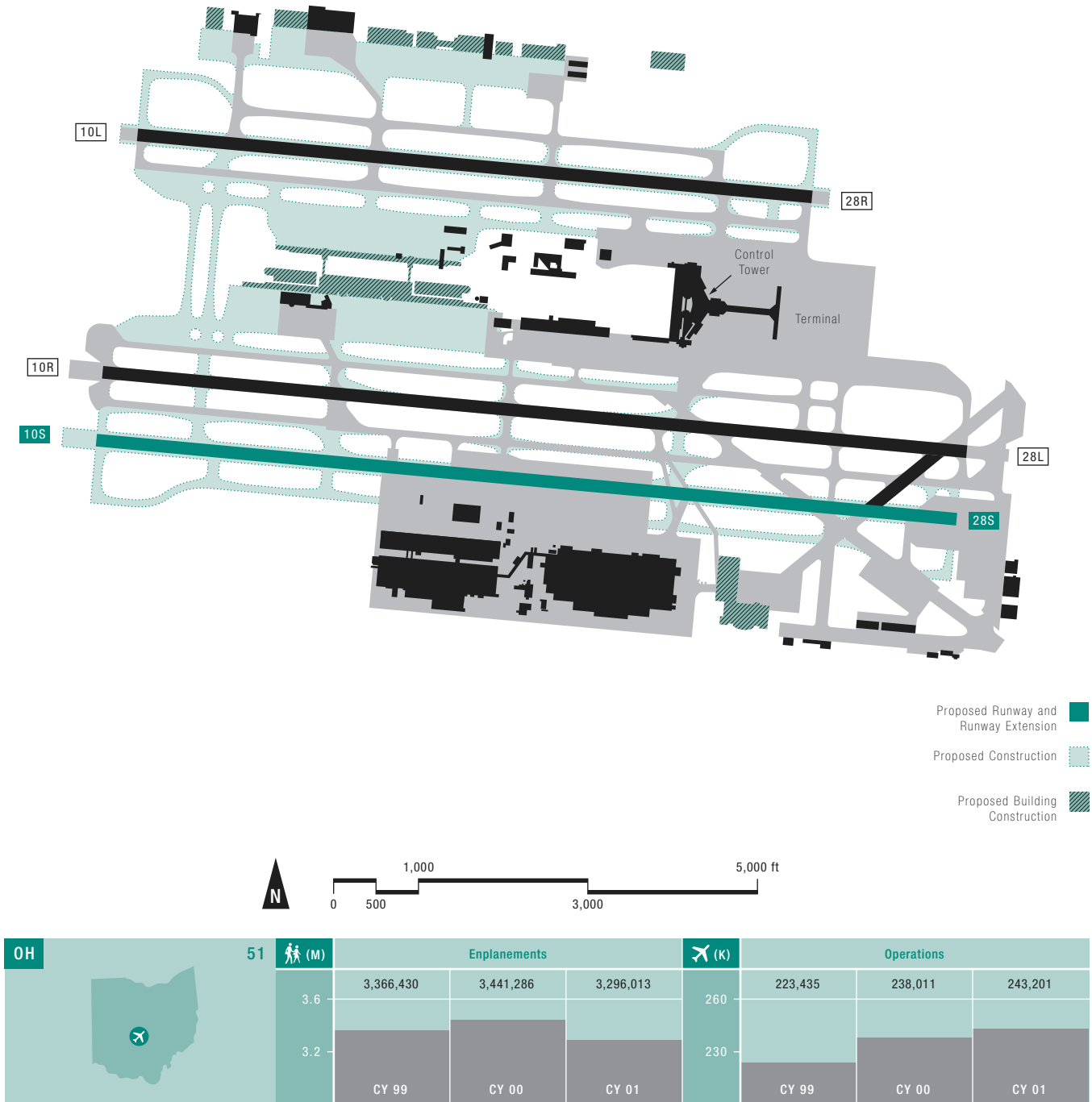
A third parallel 9,000-ft. Runway 18W/36W, 3,700 ft. west of Runway 18R/36L, is being planned. It would permit triple dependent IFR approaches. Land acquisition is ongoing. Construction is expected to start in mid-2002 and be completed by late-2005, at an estimated cost of \$187 million. A 2,000-ft. extension of Runway 18R/36L is also planned. The estimated cost is \$22 million, and it is expected to be operational beyond 2006. The extension is primarily for departures.



NC		20	 (M)	Enplanements			 (K)	Operations				
				12	10,618,589	11,469,282		11,548,952	480	444,629	460,370	471,155
				11					440			
					CY 99	CY 00		CY 01	CY 99	CY 00	CY 01	

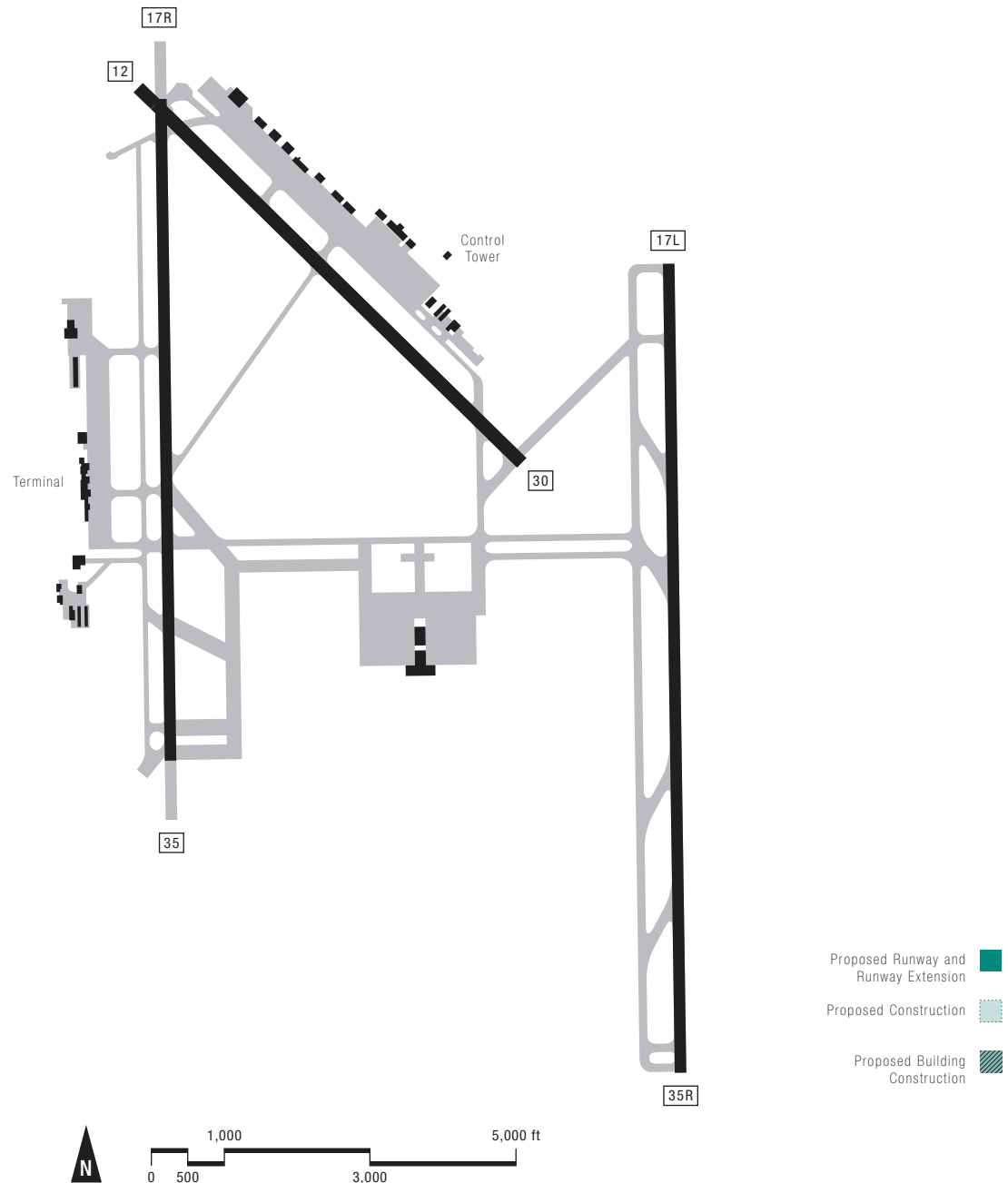
CMH – Port Columbus International Airport




The Airport Layout Plan illustrates a third parallel Future Runway 10R/28L, constructed 800 ft. south of the existing Runway 10R/28L. (Existing Runway 10R/28L will become Runway 10C/28C upon completion of construction of the third parallel Future Runway 10R/28L.) The new runway will be 10,125 ft. in length and 150 ft. in width, with two high-speed exits, a 90-degree exit at the center and a 90-degree bypass taxiway at each end. This would provide a 3,600-ft. separation between the proposed Runway 10R/28L and the existing Runway 10L/28R. With the installation of the Precision Runway Monitor (PRM), the existing Runway 10L/28R and the proposed Runway 10R/28L could be used for arrival traffic. Runway 10C/28C would be used as the departure runway. The expected operational date is 2020, with project costs estimated at \$128 million.



COS – Colorado Springs Municipal Airport

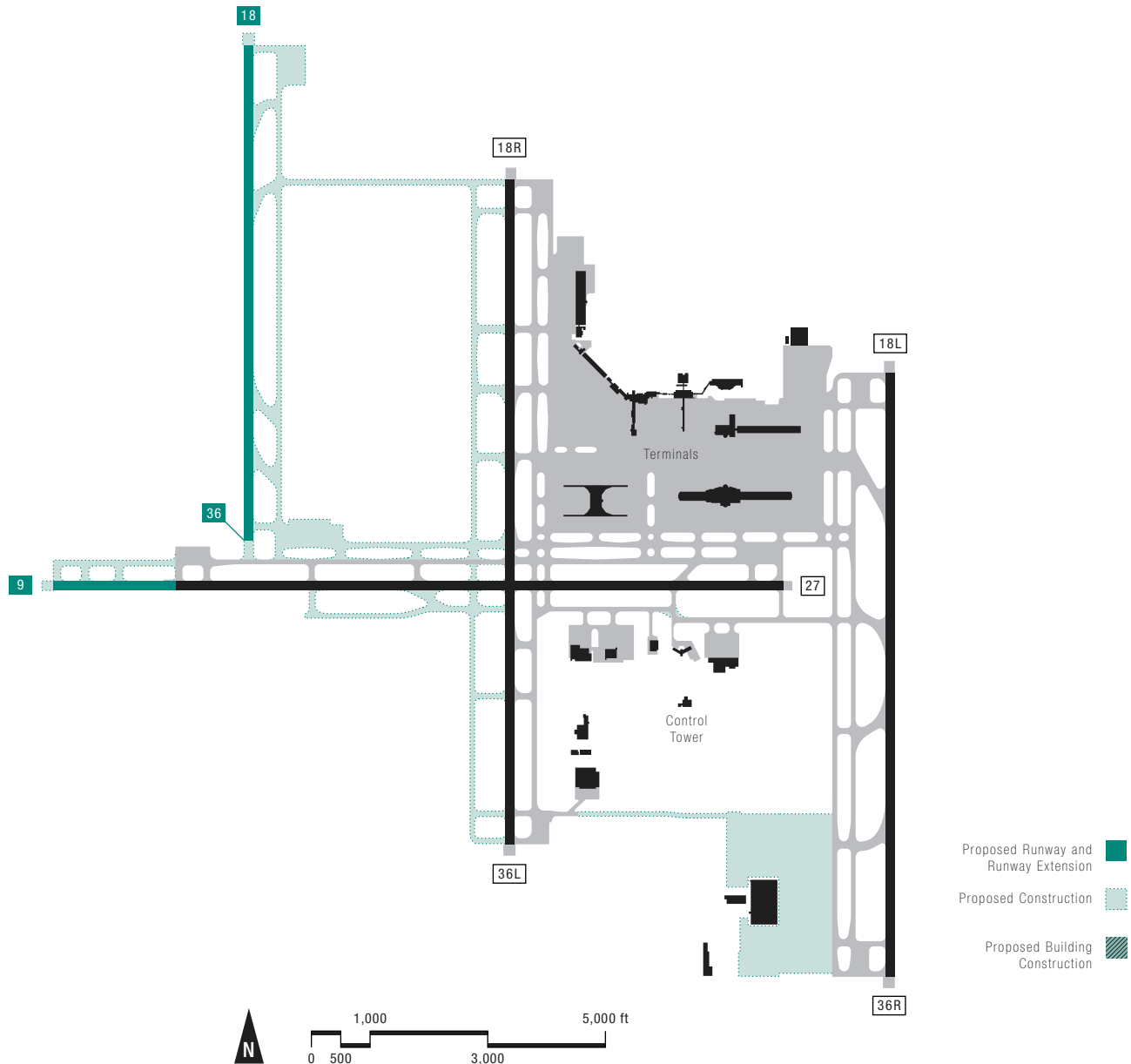
Runway 17R/35L began reconstruction March 2002 with completion scheduled for November 2002.



CO			84	 (M)	Enplanements			 (K)	Operations				
1.4					1,223,324	1,205,552	1,050,344		240		237,770	220,739	206,221
1.1					CY 99		CY 00		CY 01	210		CY 99	CY 00

CVG – Greater Cincinnati International Airport

A new 8,000 ft. third parallel Runway 18R/36L is planned to be located 4,300 ft. west of the existing Runway 18R/36L (to be renamed 17/35). The estimated cost is \$233 million. The expected operational date is 2005. The new runway may allow triple independent IFR approaches. A 1,000 ft. extension to Runway 9 is required for the new runway to become operational. However, a 2,000 ft. extension is planned and is expected to be completed in 2005 at an estimated cost of \$18.2 million. The extension would allow departures of aircraft with heavier payloads and/or longer haul-lengths. An EIS is currently underway for both projects.



KY	26	✈️ (M)	Enplanements			✈️ (K)	Operations		
			10,863,290	11,223,966	8,586,907		476,128	477,844	386,388
			12				480		
		9				410			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

DAL – Dallas-Love Field

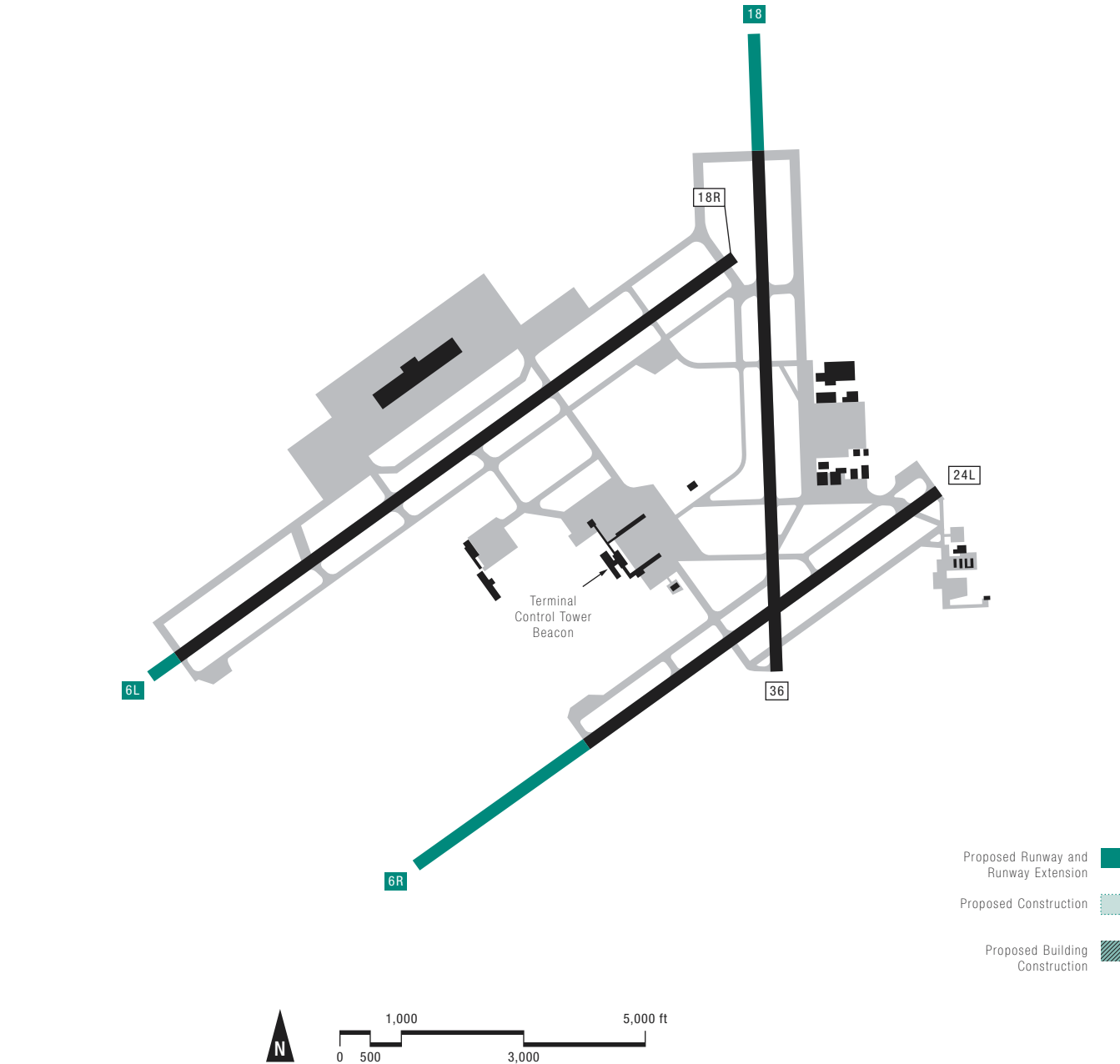
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





TX		49		Enplanements				Operations		
				3,415,478	3,596,052	3,352,083		248,281	256,787	243,849
				3.6				260		
				3.4				240		
				CY 99	CY 00	CY 01				

DAY – Dayton International Airport

Future plan revisions under consideration are: a northerly shift of Runway 18/36 including an extension to Runway 18 end to provide a total length of 9,500 ft.; an additional extension to Runway 6R end to provide a total length of 11,000 ft.






OH	83	 (M)	Enplanements			 (K)	Operations		
			1,115,756	1,164,032	1,070,456		151,116	145,123	131,651
		1.2							
		1.0							
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

DCA – Ronald Reagan National Airport

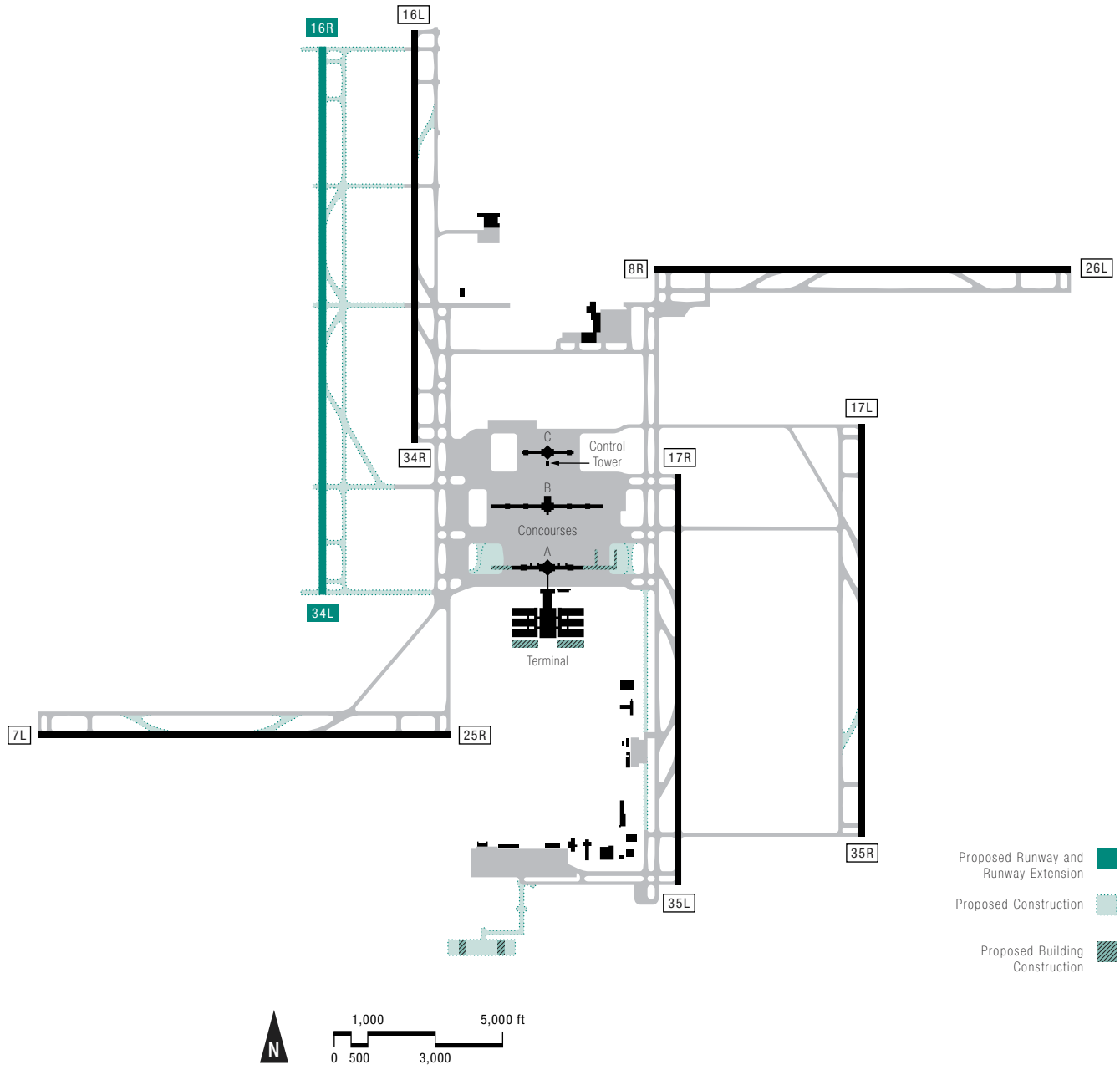
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





VA		32	 (M)	Enplanements			 (K)	Operations				
				8	7,166,772	7,517,811		6,267,395	360	334,768	342,790	270,145
				6					290			

DEN – Denver International Airport

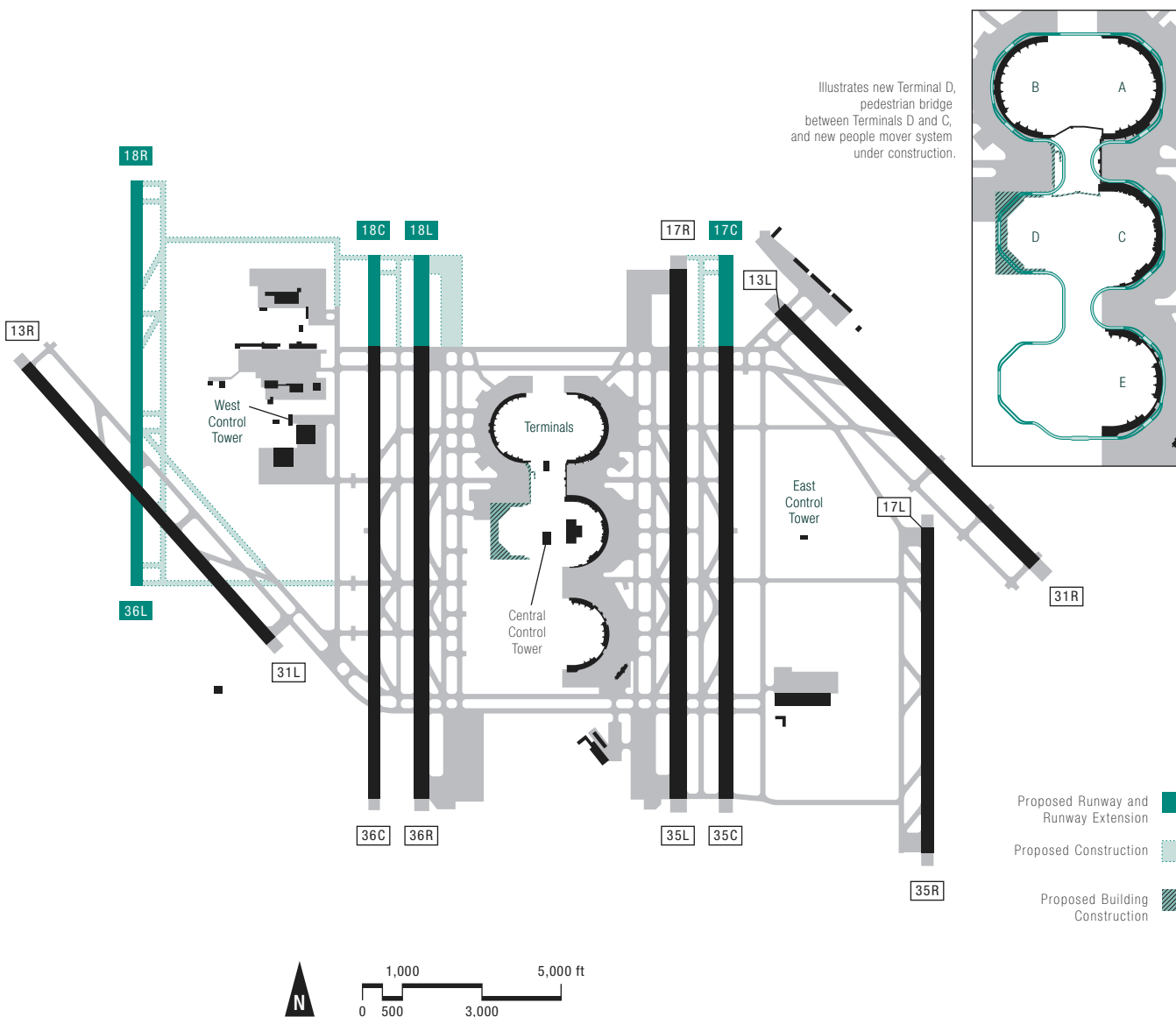
Runway 16R/34L is the last of the six original runways to be built at the new airport. It will be separated 2,600 ft. from Runway 16L/34R, and be 16,000 ft. in length and is designed to accommodate Group VI aircraft. The runway is under construction and is expected to be completed in 2003 at an estimated cost of \$150 million. Other airfield construction being completed in FY 2002 includes cross-field Taxiway EA and a new de-icing Pad J.



CO	6	 (M)	Enplanements			 (K)	Operations		
			18,039,836	18,382,940	17,178,872		500,612	528,604	507,826
			19				540		
		17					510		
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

DFW – Dallas-Fort Worth International Airport

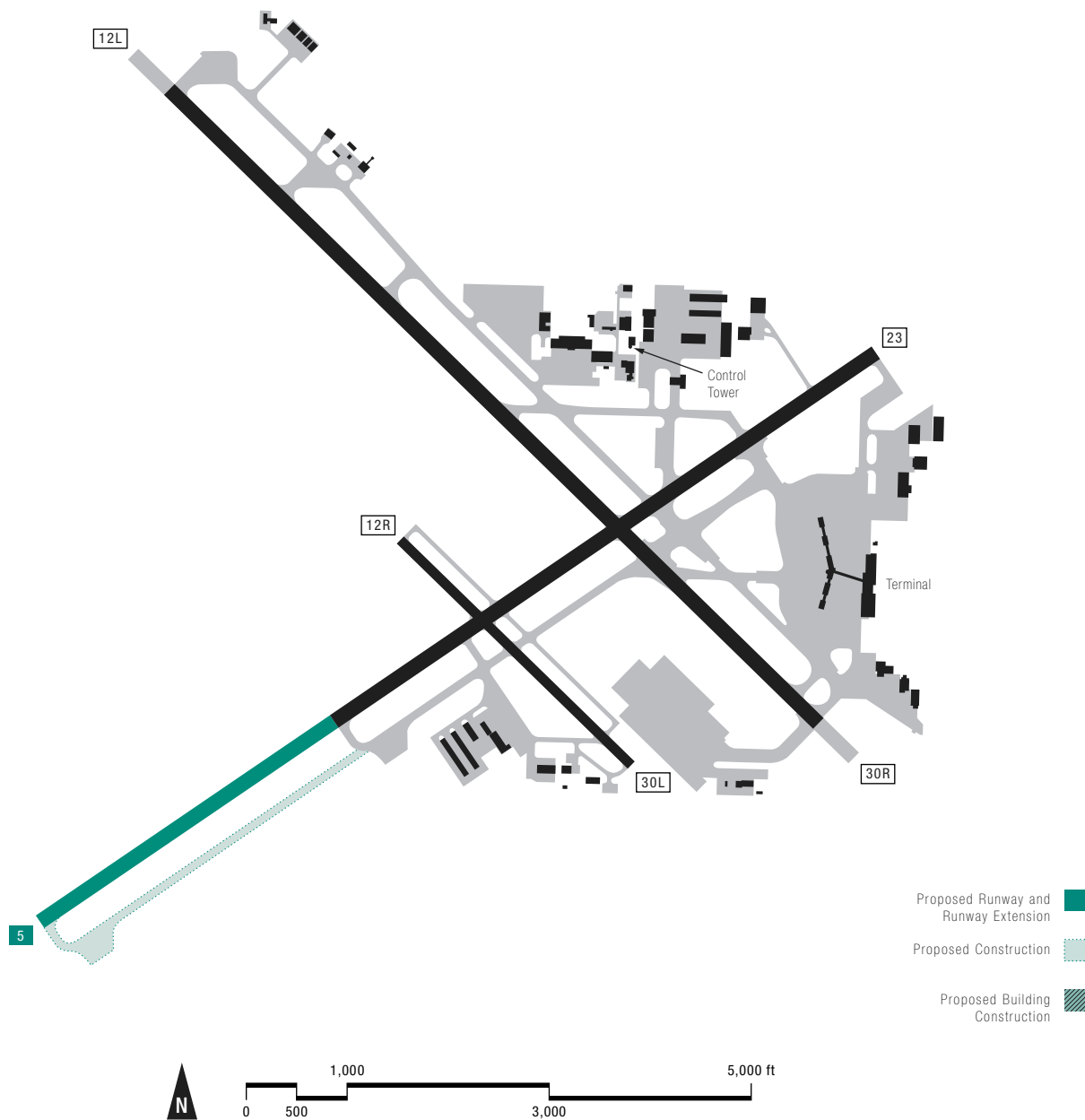
Proposed 2,000-ft. extensions to all of the north/south parallel runways will provide an overall length of 13,400 ft. for each. All extensions are expected to be completed by 2005. The estimated cost of the extensions is \$95 million. A terminal expansion program has recently been completed that added five new jet departure gates to the south side of Terminal 2W; provided baggage and passenger connections to Terminal 2E; and renovated a portion of Terminal 2W. Construction on the new west runway, Runway 18R/36L, will begin when warranted by aviation demand. It could be available as early as 2005. The estimated cost is \$400 million. It will be located 5,800 ft. west of the existing Runway 18R/36L (to be renamed 18C/36C), and will be used primarily for arrivals. The addition of Runway 18R/36L will allow DFW to accommodate quadruple simultaneous precision instrument approaches.






TX	4	(M)	Enplanements			(K)	Operations		
			27,990,212	28,274,512	25,610,562		867,338	865,777	802,587
			30				880		
			25				820		
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

DSM – Des Moines International Airport

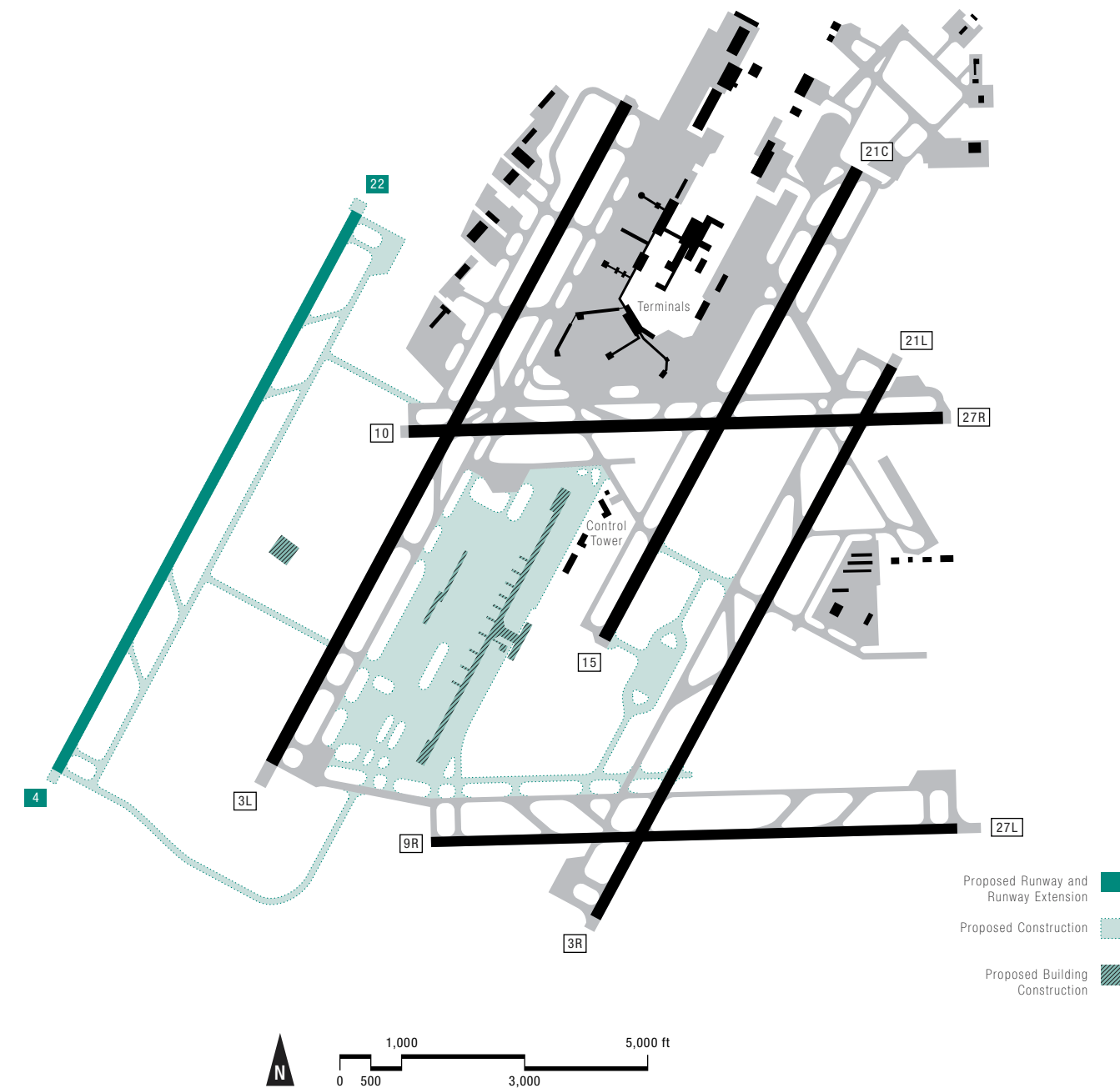
Construction began in 1997 for a southwest extension of Runway 5/23, and was completed in 2001. Cost for construction is estimated at \$31 million, with an additional estimated \$23 million for road relocation.





IA		89	 (M)	Enplanements			 (K)	Operations		
				849,603	843,290	789,715		134,765	127,668	118,068
				0.9				140		
				0.8				120		
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

DTW – Detroit Metropolitan Wayne County Airport

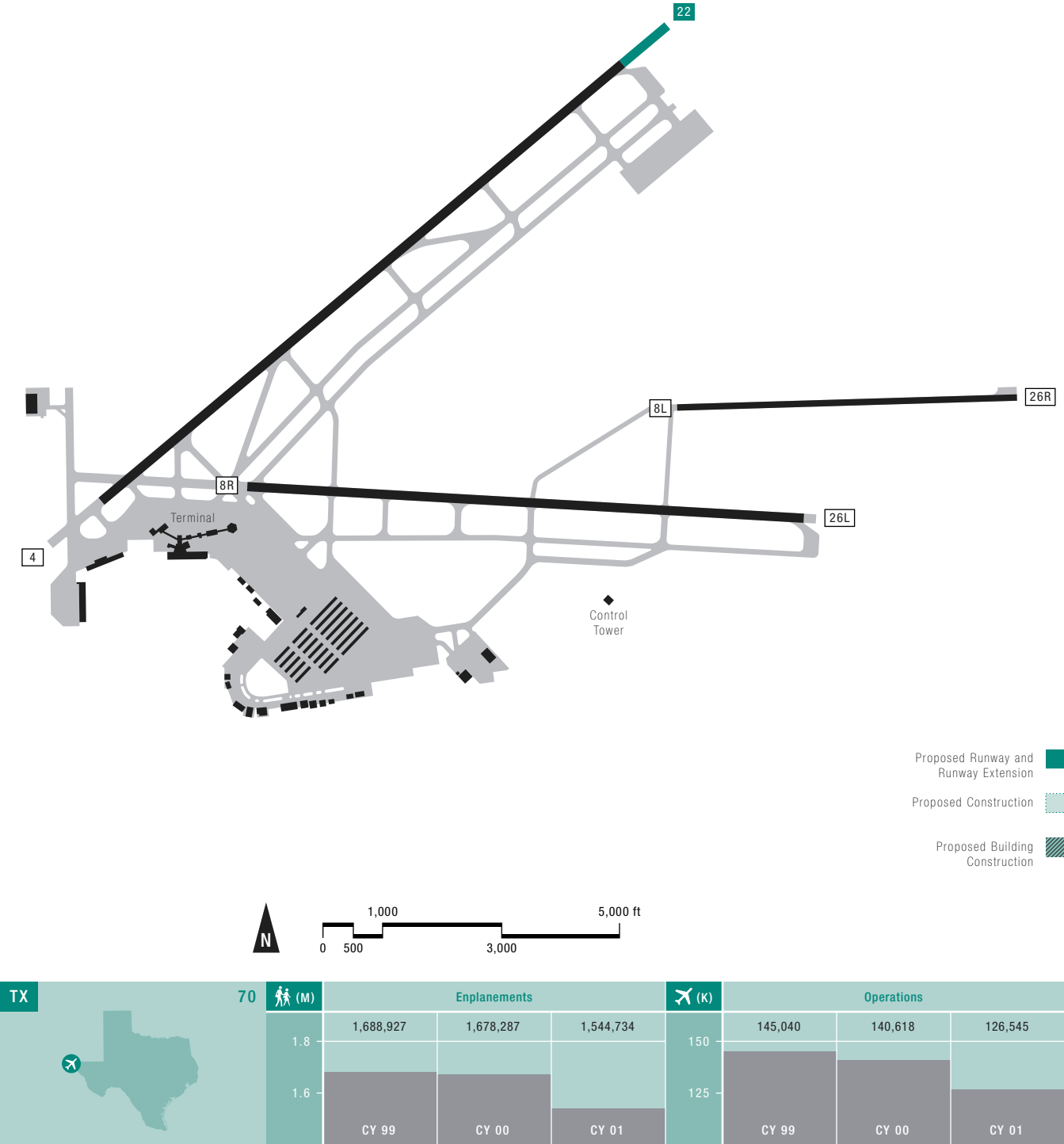
A fourth north-south parallel, Runway 4/22 began in 1999 and was completed in 2001. The cost of construction was \$116.5 million. This runway could potentially permit triple IFR arrivals with one dependent and one independent pairing.



MI	11	 (M)	Enplanements			 (K)	Operations		
			16,982,496	17,326,775	15,819,584		559,548	554,580	523,039
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

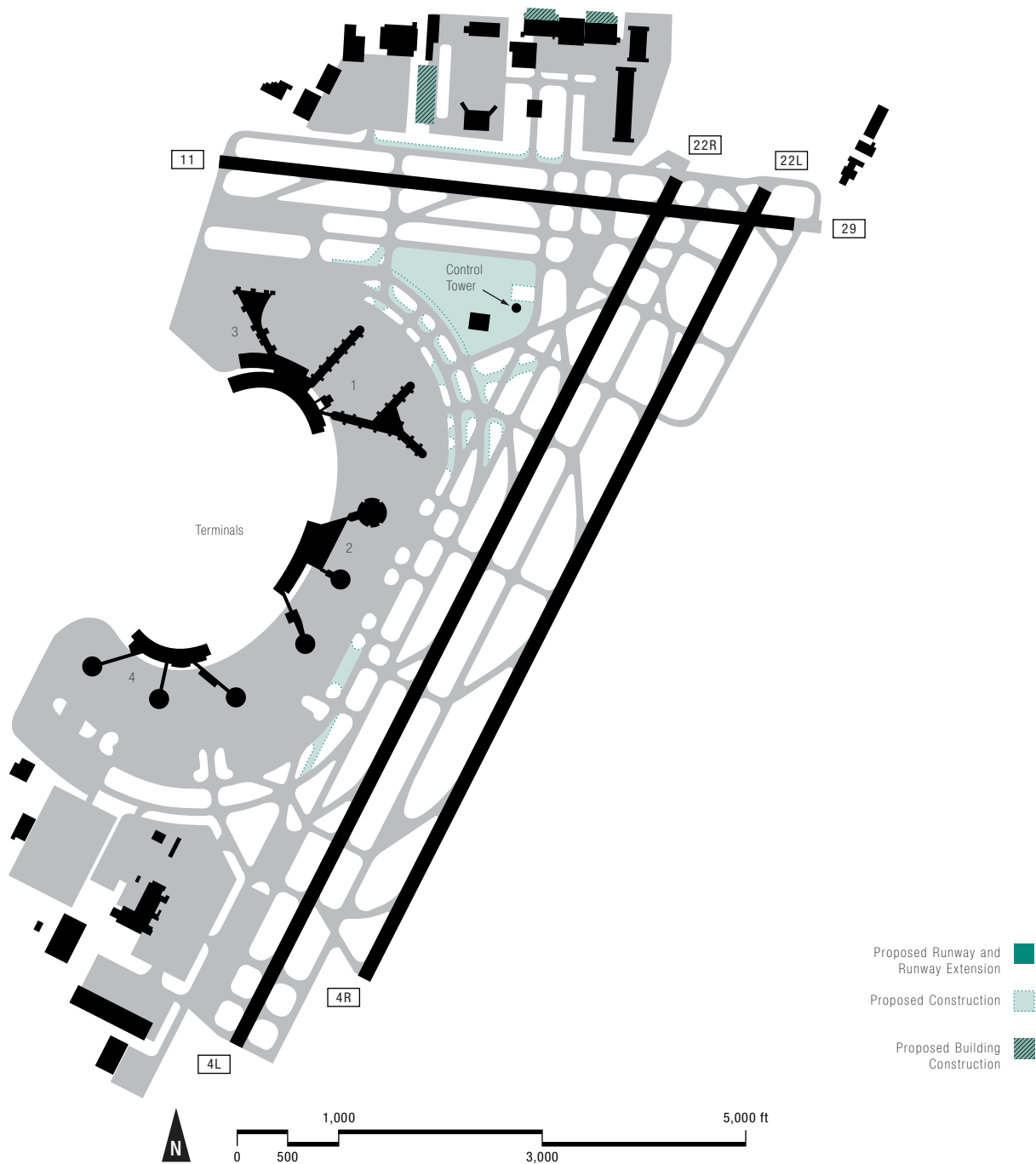
ELP – El Paso International Airport



Passenger Facility Charge collection was completed for the 1,000-ft. extension of Runway 22. The estimated cost is \$7 million.



EWR – Newark Liberty International Airport

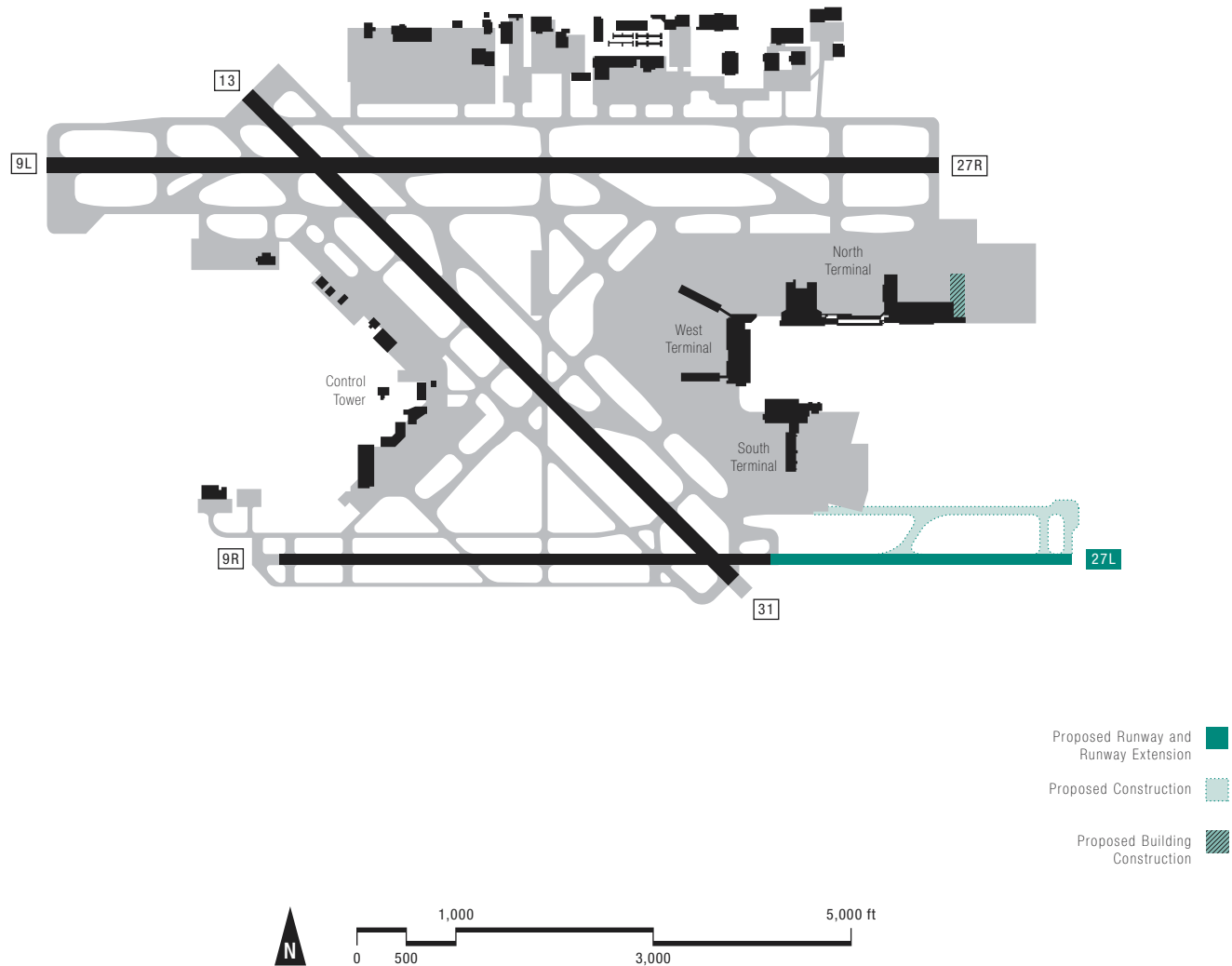
A 2,800 foot extension to Runway 4L/22R (4L extension of 1,000 feet, 22R extension of 1,800 feet) has recently been completed.





NJ	12	 (M)	Enplanements			 (K)	Operations		
			16,927,048	17,212,226	15,497,560		463,000	457,182	445,082
		18							
		16	CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

FLL – Fort Lauderdale-Hollywood International Airport

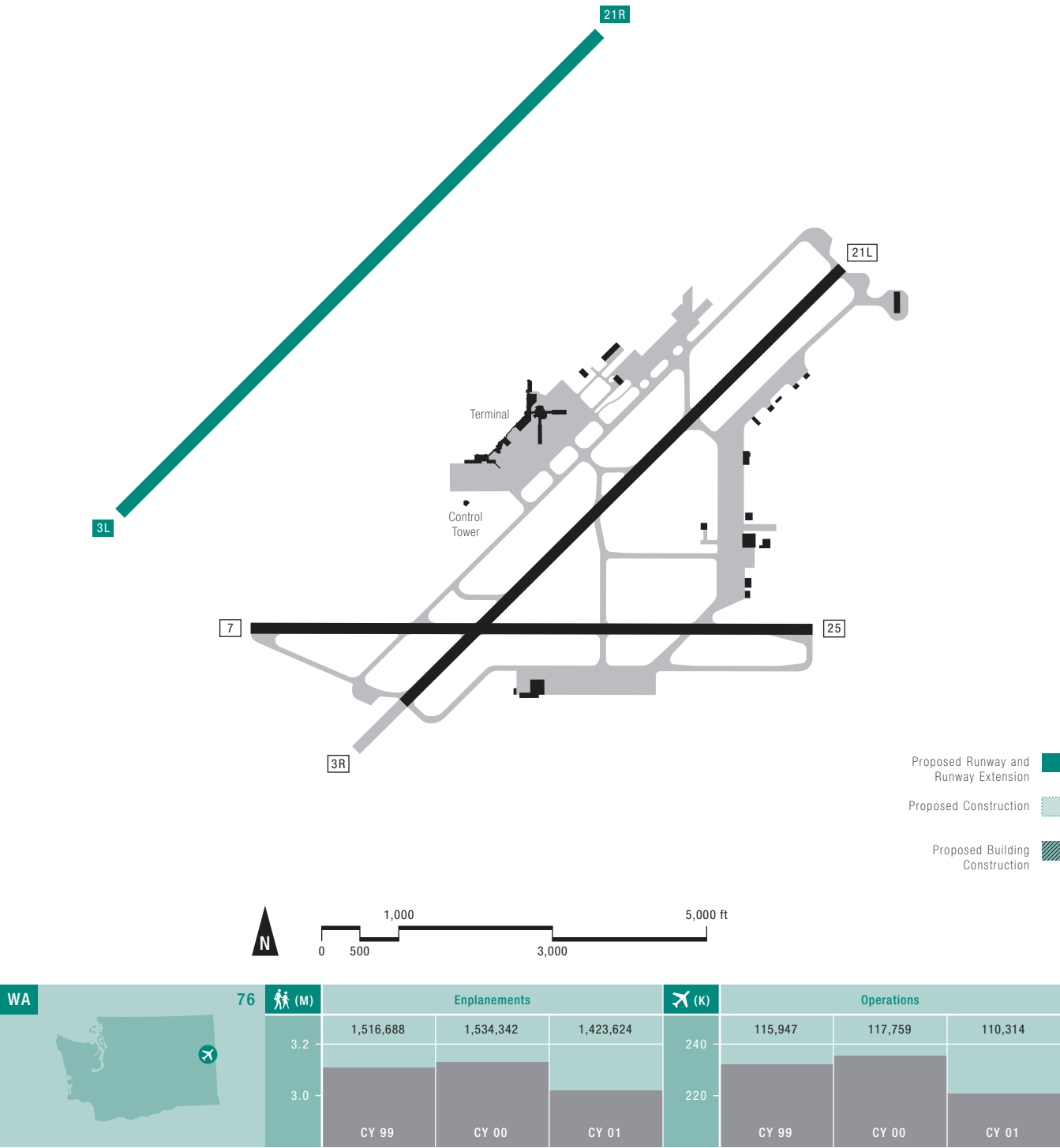
An extension of the short parallel Runway 9R/27L to 9,000 ft. is planned to provide the airport with a second parallel, air carrier runway. Construction is expected to begin in 2003. The estimated cost of construction is \$300 million. The anticipated operational date is 2005. The extended runway would be used for arrivals and departures and would allow dual dependent IFR arrivals of all types of aircraft.



FL	28	 (M)	Enplanements			 (K)	Operations		
			6,932,142	7,817,173	8,015,055		280,860	292,462	290,124
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

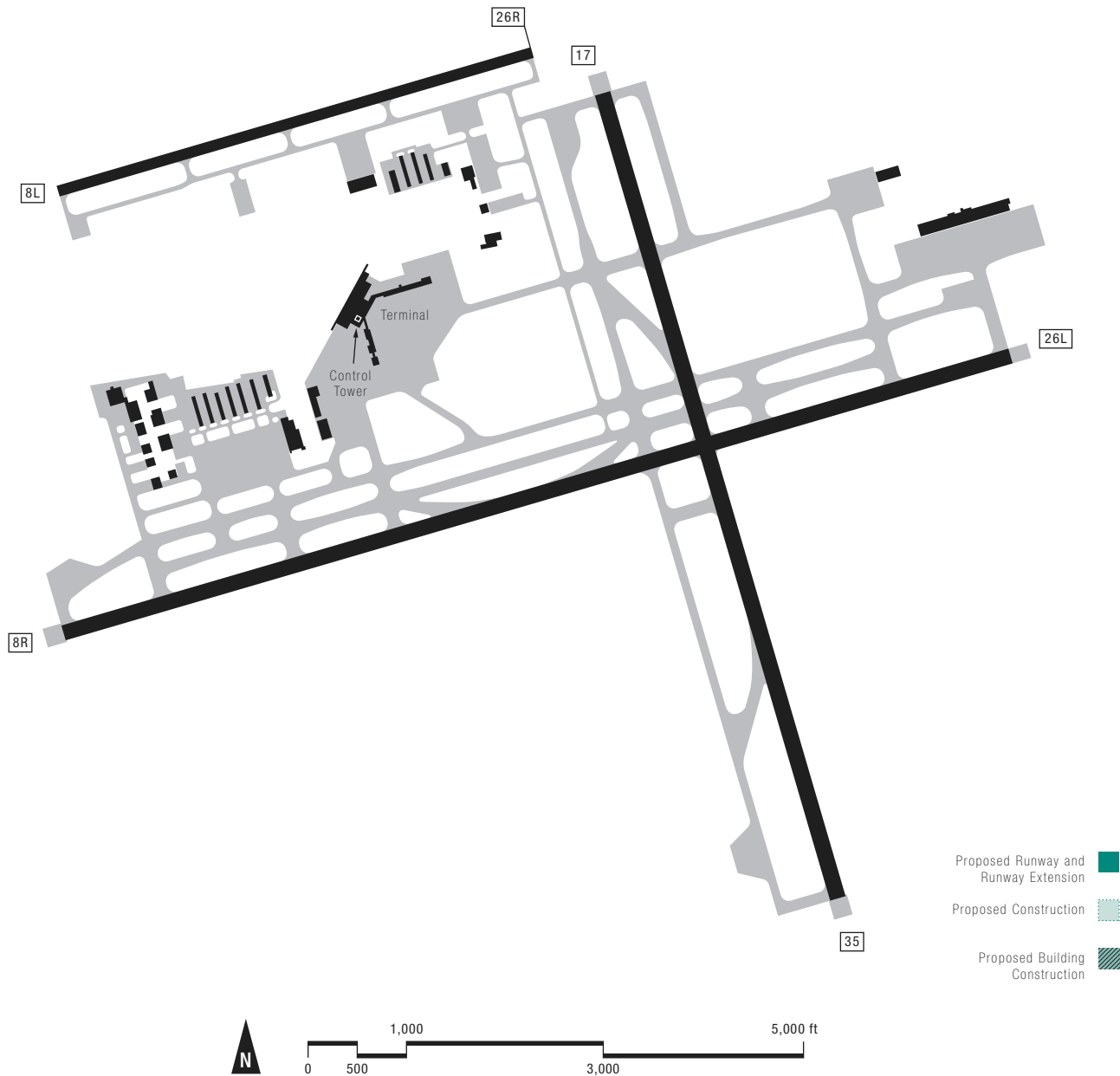
GEG – Spokane International Airport




The long-term future plan is to construct a new parallel Runway 3L/21R, 8,800 ft. long and separated from Runway 3R/21L by 4,400 ft. This would enable independent parallel operations, doubling hourly IFR arrival capacity.



GRR – Gerald R. Ford International Airport

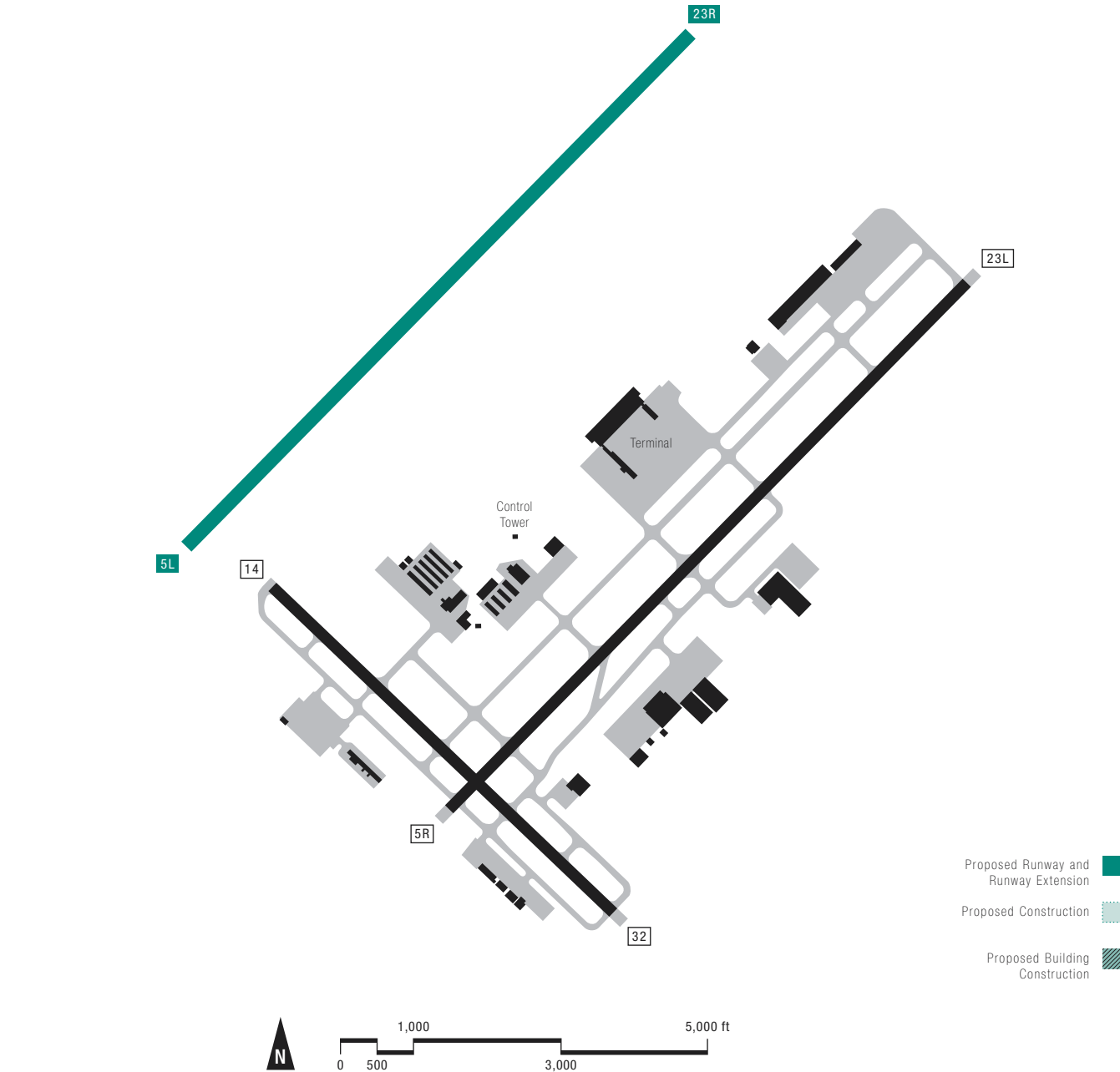
A new 7,000-ft. parallel Runway 8L/26R is planned for future development. The current 8L/26R would be converted into a taxiway at that time. There are no immediate plans to construct Runway 8L/26R. This is a long-term proposal in 10-20 years.






MI		87	 (M)	Enplanements			 (K)	Operations		
				907,773	960,640	906,768		138,332	136,465	126,224
				1.0				140		
				0.9				125		
			CY 99	CY 00	CY 01					

GSO – Greensboro Piedmont Triad International Airport

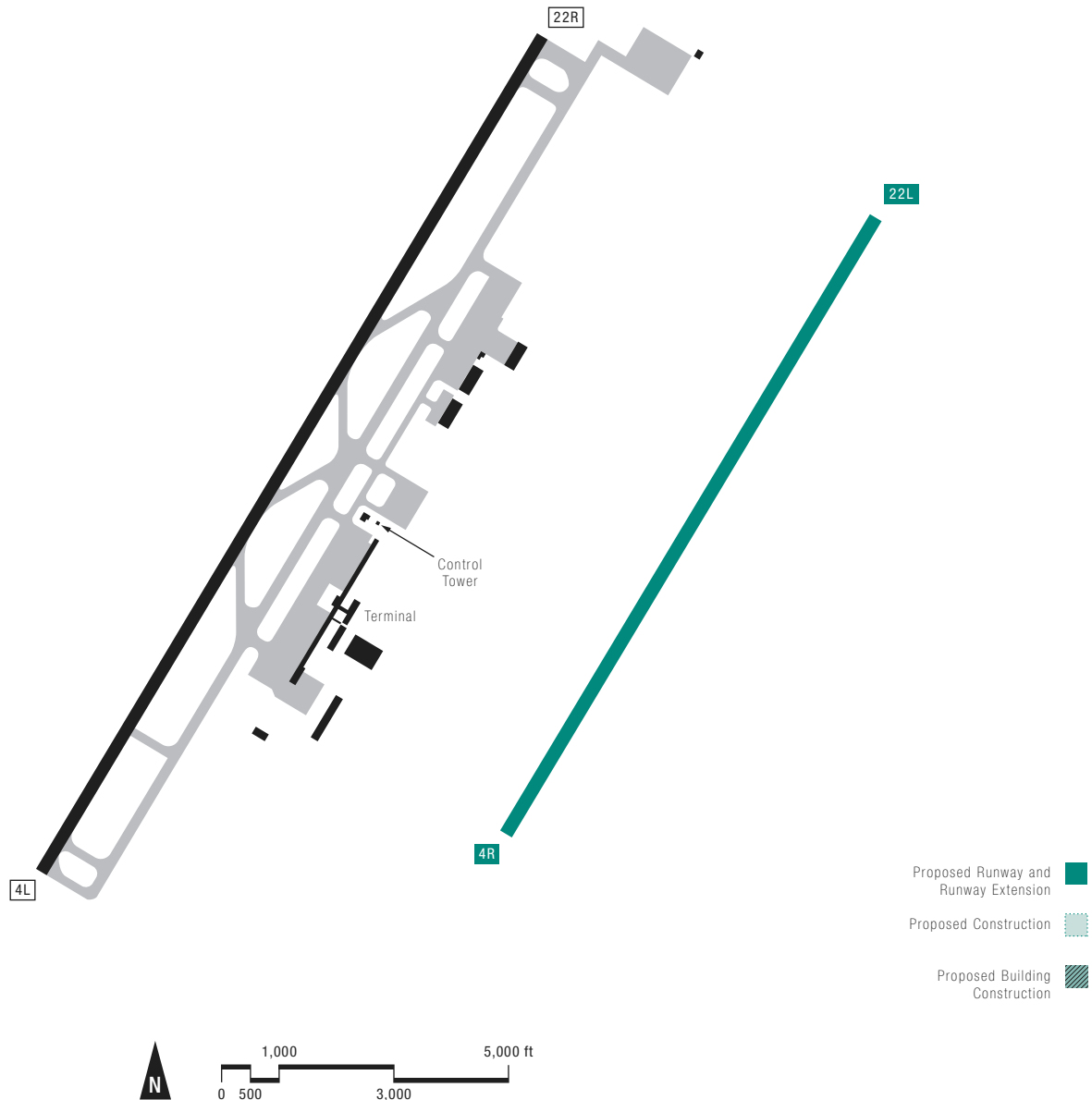
Construction of a new 10,000 ft. parallel Runway 5L/23R, 5,300 ft. north of Runway 5/23, is being planned. An EIS was completed in 2001. It is expected to be operational by 2004. The estimated cost is \$96 million. The new runway would allow dual independent arrivals and departures in all weather conditions.



NC		78	 (M)	Enplanements			 (K)	Operations		
				1,382,198	1,402,168	1,317,519		133,398	138,641	133,550
				1.5				140		
				1.2				130		
					CY 99	CY 00		CY 01		CY 99

GSP – Greenville-Spartanburg International

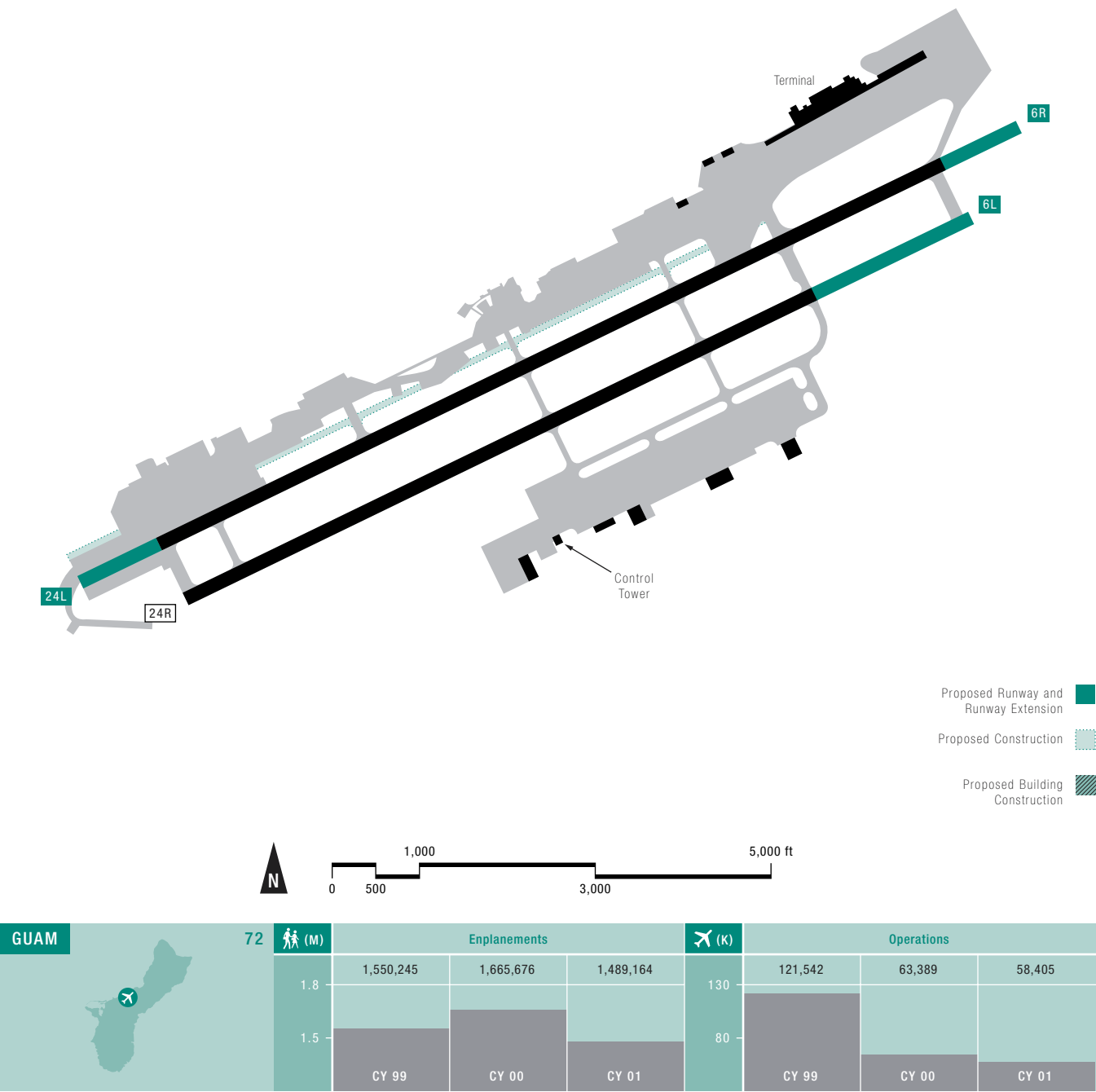
A new 8,200-ft. parallel Runway 3R/21L is anticipated in 2010 at an estimated cost of \$65 million. Presently, it is planned to have a 4,300-ft. separation from Runway 3L/21R. This would allow dual independent IFR arrivals, potentially doubling hourly IFR arrival capacity. Also, an extension of Runway 3L/21R to 11,000 ft. was completed in 1999 at a cost of \$57.6 million. The extension allows departures of aircraft with larger payloads and/or greater haul-lengths.



SC	93	✈️ (M)	Enplanements			✈️ (K)	Operations		
			753,892	788,807	701,606		63,433	70,378	68,201
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

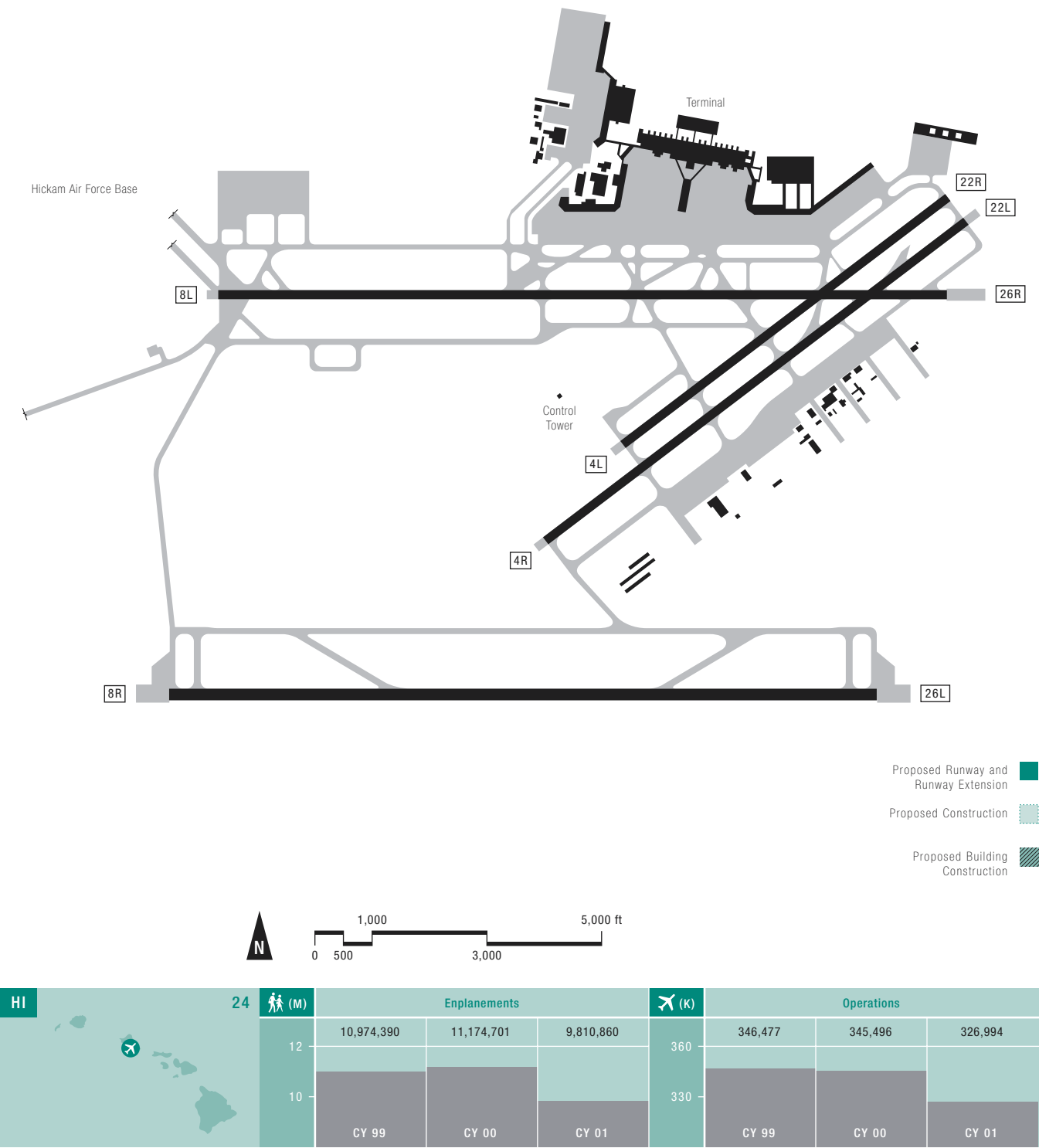
GUM – Guam International Airport

Extensions to both Runway 6L/24R and Runway 6R/24L are proposed. The 2,000 ft. extension to Runway 6L/24R has a proposed operational date of 2004. The 3,000 ft. extension to Runway 6R/24L has a proposed operational date of 2010. Both runway extensions are expected to cost \$30 million each.



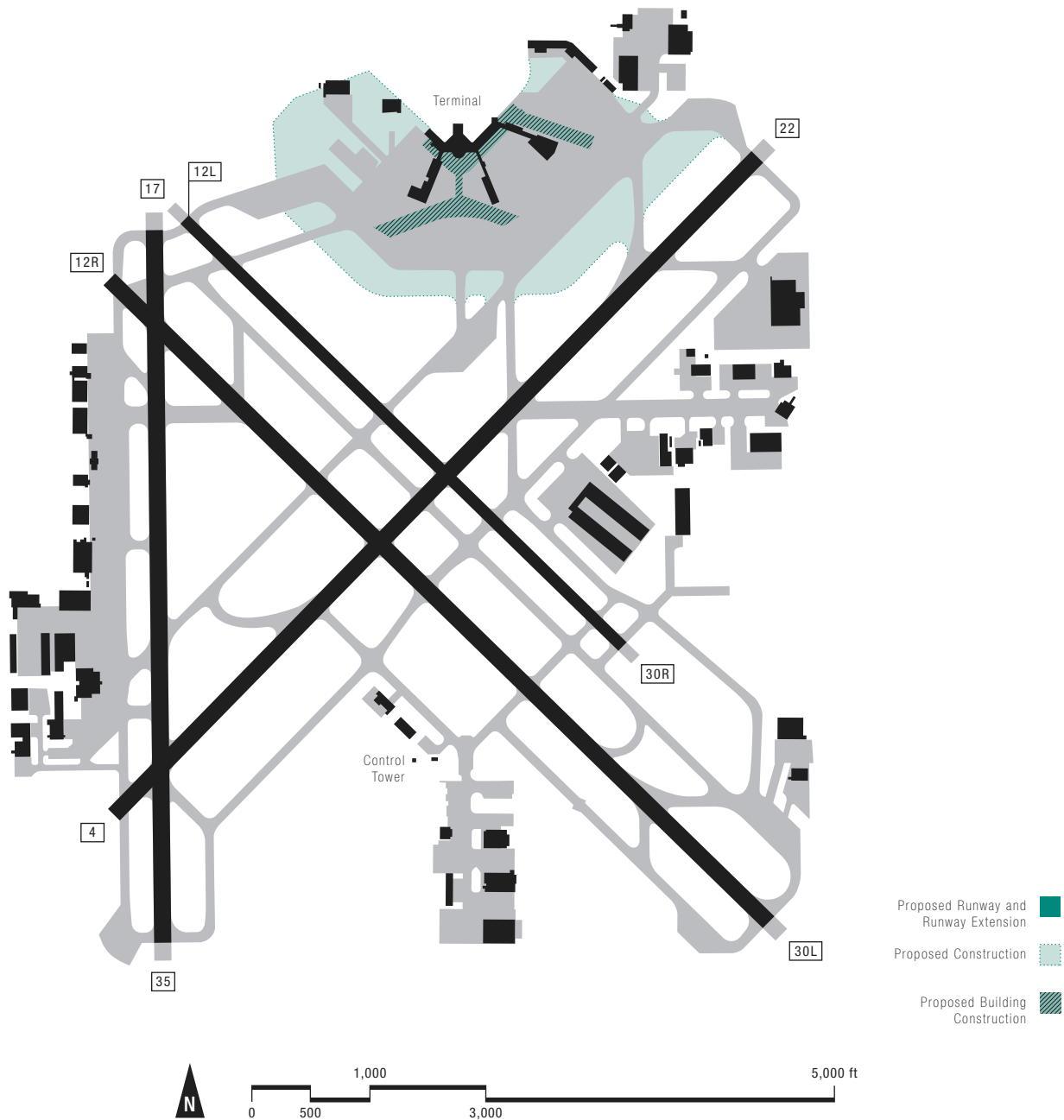
HNL – Honolulu International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



HOU – Houston William P. Hobby Airport

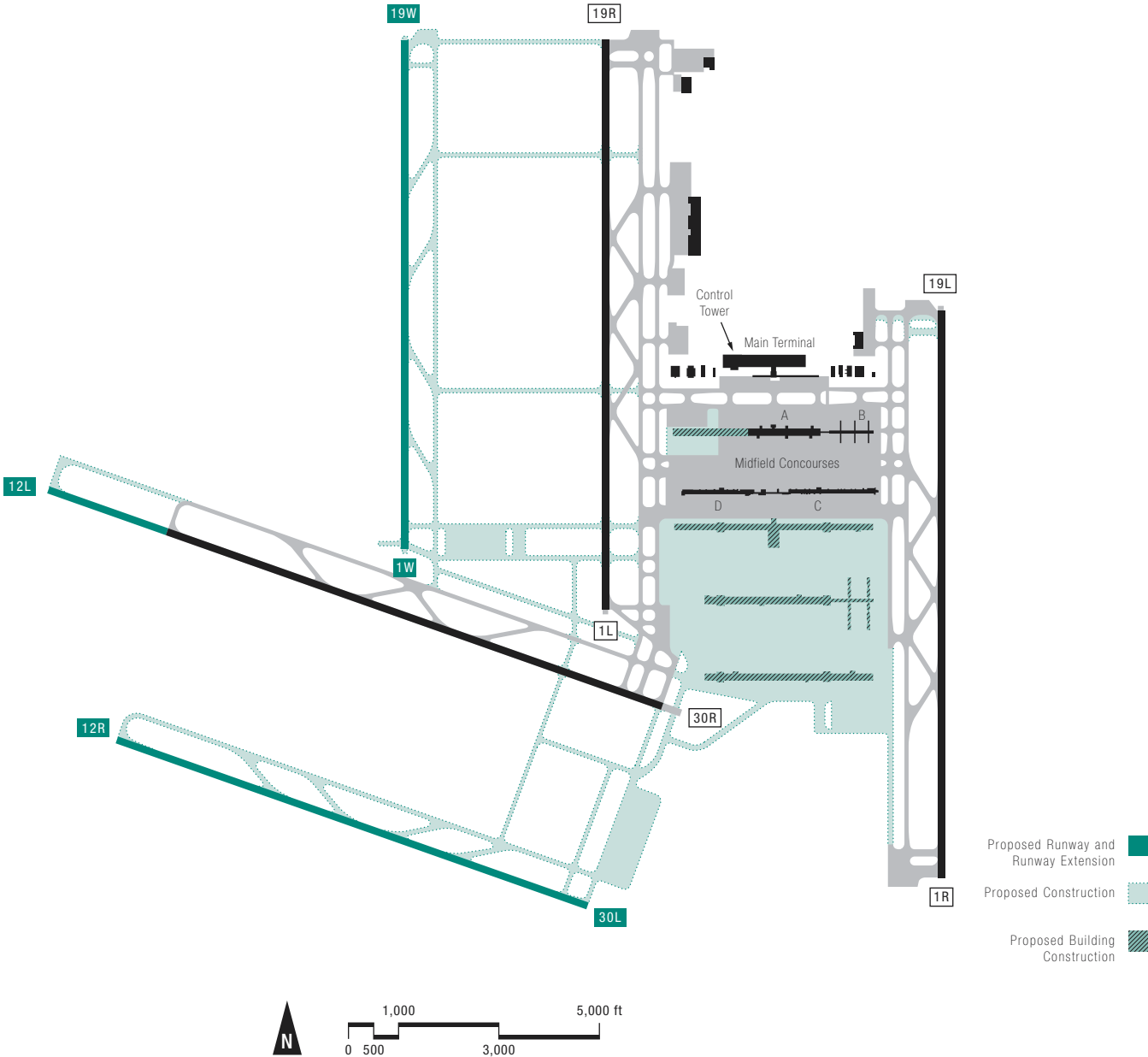
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.






TX		43		Enplanements				Operations		
				4,243,907	4,354,609	4,128,980		259,926	251,391	247,173
				4.4				260		
				4.1				240		
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

IAD – Washington Dulles International Airport

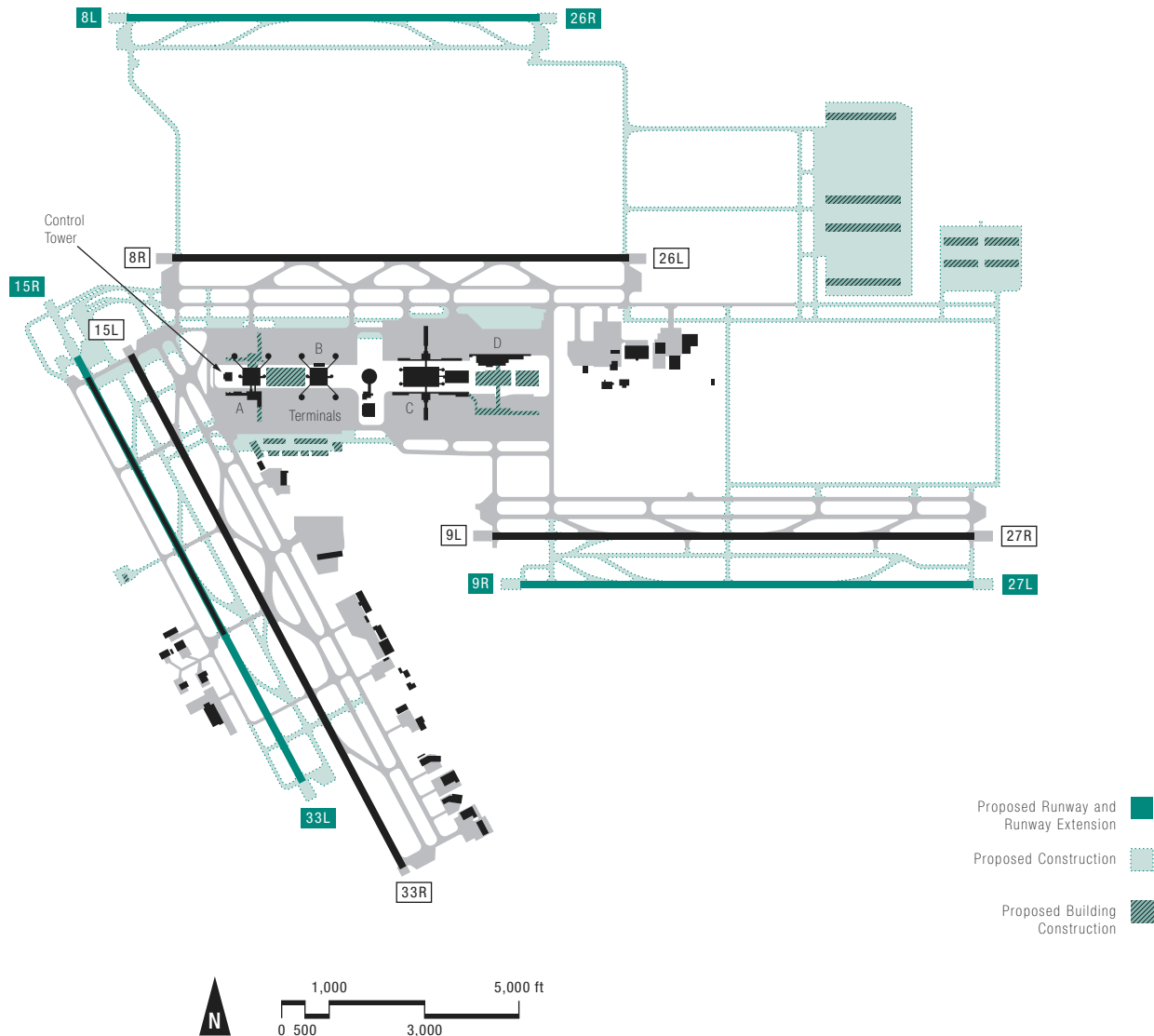
Two new parallel runways are under consideration. A north-south parallel Runway 1W/19W, would be located west of the existing parallels and north of Runway 12/30. This could provide triple independent parallel approaches, if they are approved. A second parallel Runway 12R/30L has been proposed for location southwest of Runway 12/30. The cost to build the two runways is estimated at \$400 million.






VA		27	 (M)	Enplanements			 (K)	Operations		
				9,400,078	9,643,275	8,484,112		482,787	479,931	424,150
				10				500		
				8				450		
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

IAH – George Bush International Airport

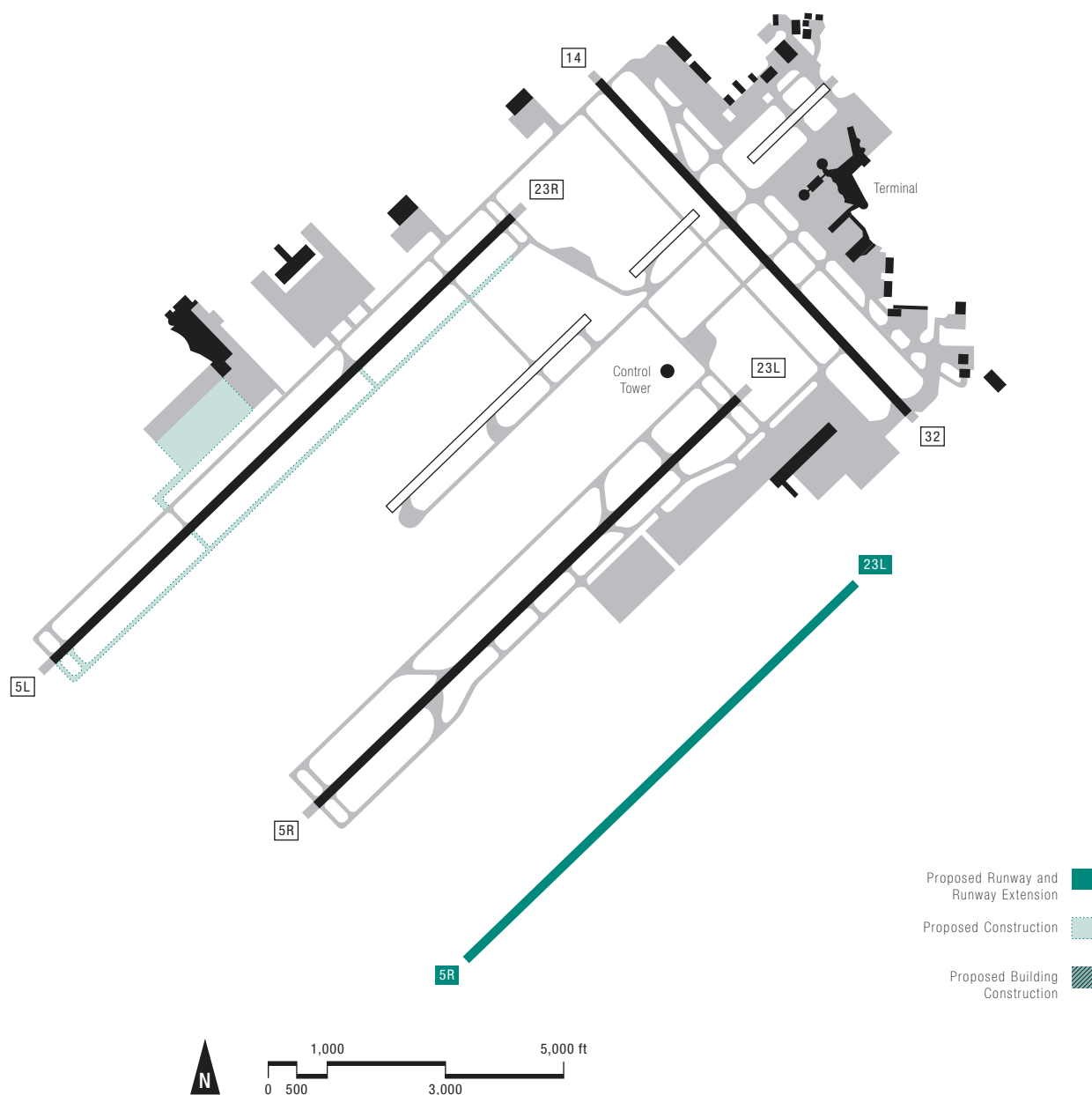
An \$85 million, 4,000-ft. extension to Runway 15R/33L is planned for the year 2002. A new Runway 8L/26R is planned to be parallel to, and north of, the existing Runway 8/26. Commissioning is tentatively scheduled for the year 2003. Runway 8L/26R, in conjunction with Runways 9L/27R and 8R/26L, has the potential to support triple IFR approaches, if approved. Another new runway, 9R/27L, parallel to and south of Runway 9/27, is also planned in the distant future. Construction is expected to cost \$260 million for Runway 8L/26R.






TX		9	 (M)	Enplanements			 (K)	Operations		
				15,267,294	16,358,035	16,173,551		463,173	490,568	477,367
				17				500		
				15				475		
					CY 99	CY 00		CY 01		CY 99

IND – Indianapolis International Airport

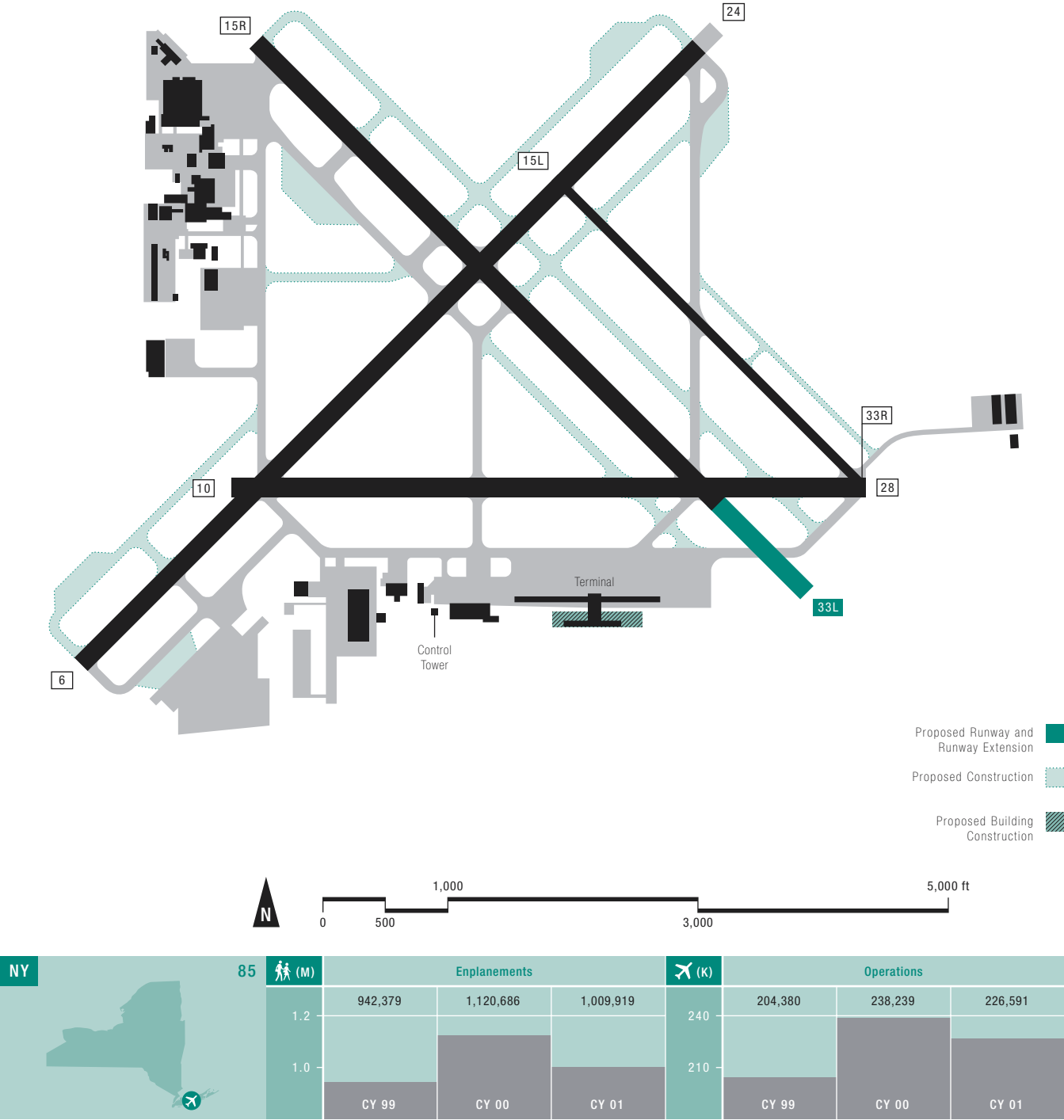
A third parallel Runway 5R/23L, is planned south of existing Runway 5R/23L (to be renamed 5C/23C). Estimated project cost is \$80 million, and the expected operational date is 2008. Taxiway "N" was put into service in October 1999 at a total cost of \$7.6 million.



IN		46	 (M)	Enplanements			 (K)	Operations		
		4		3,736,811	3,833,975	3,595,425	260	252,763	259,860	245,439
		3					240			
					CY 99	CY 00	CY 01		CY 99	CY 00

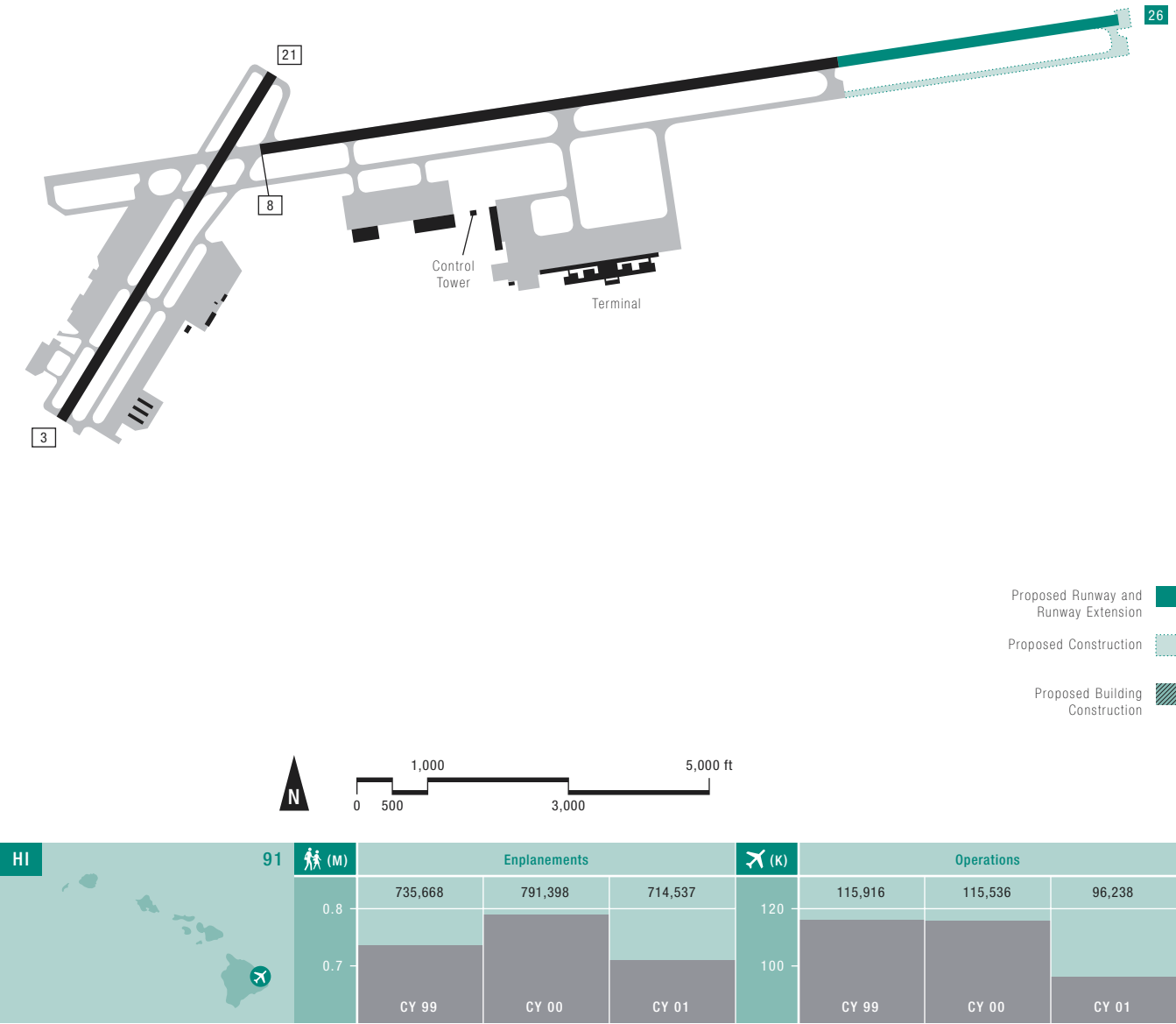
ISP – Islip Long Island MacArthur Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



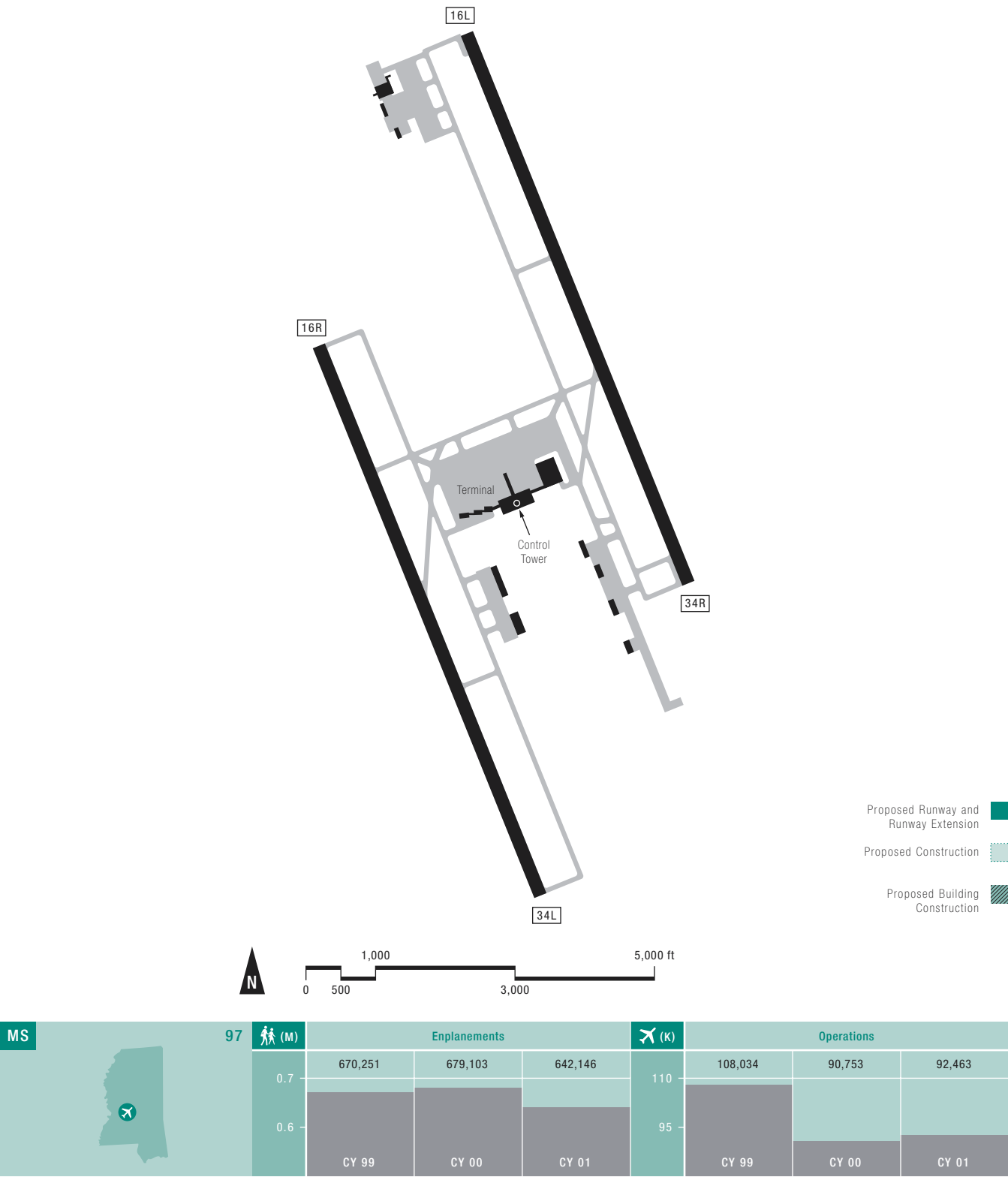
ITO – Hilo International Airport

A 2,200 ft. east extension of Runway 8/26 is proposed for development by between 2011 and 2020.



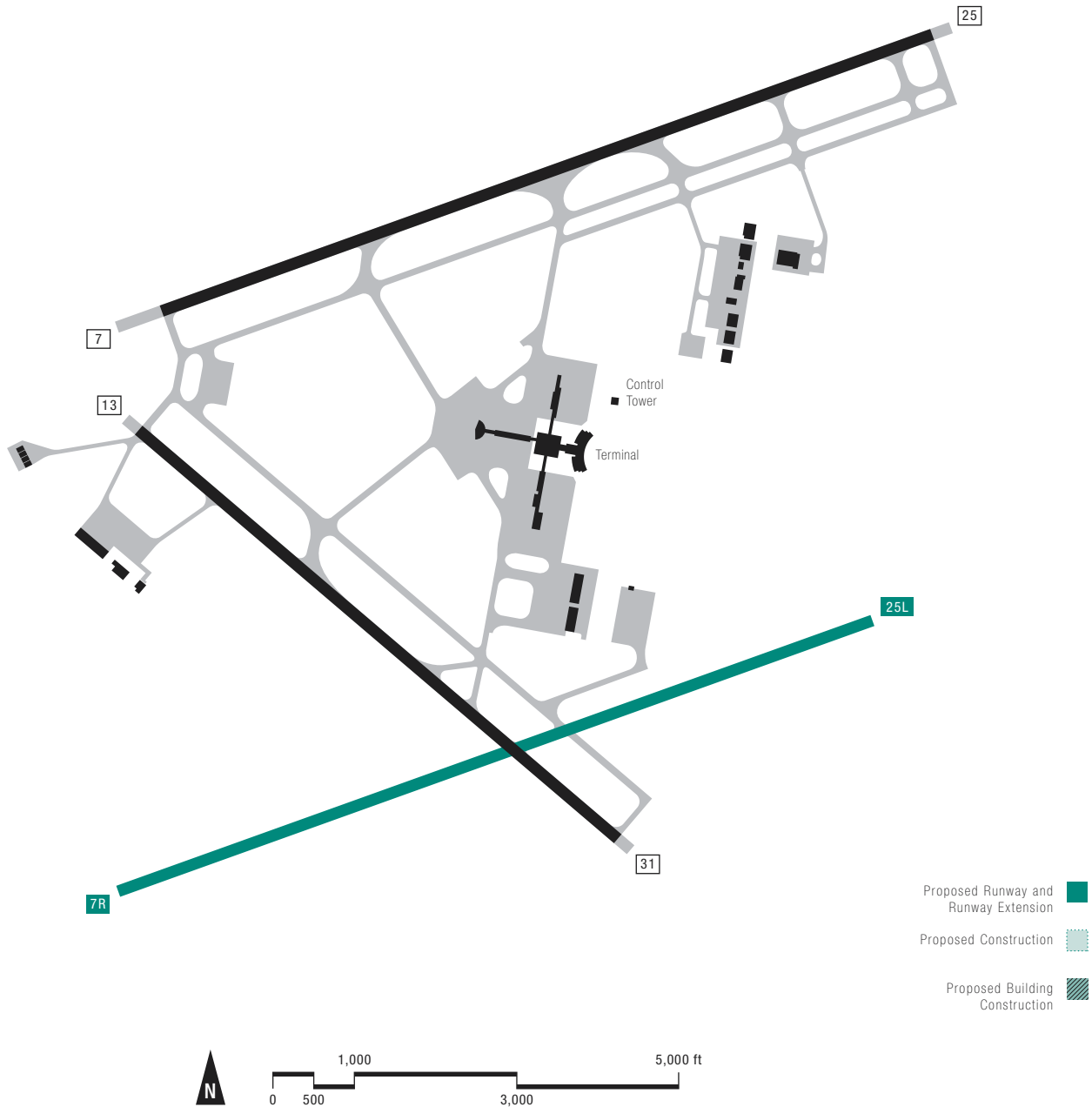
JAN – Jackson International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



JAX – Jacksonville International Airport

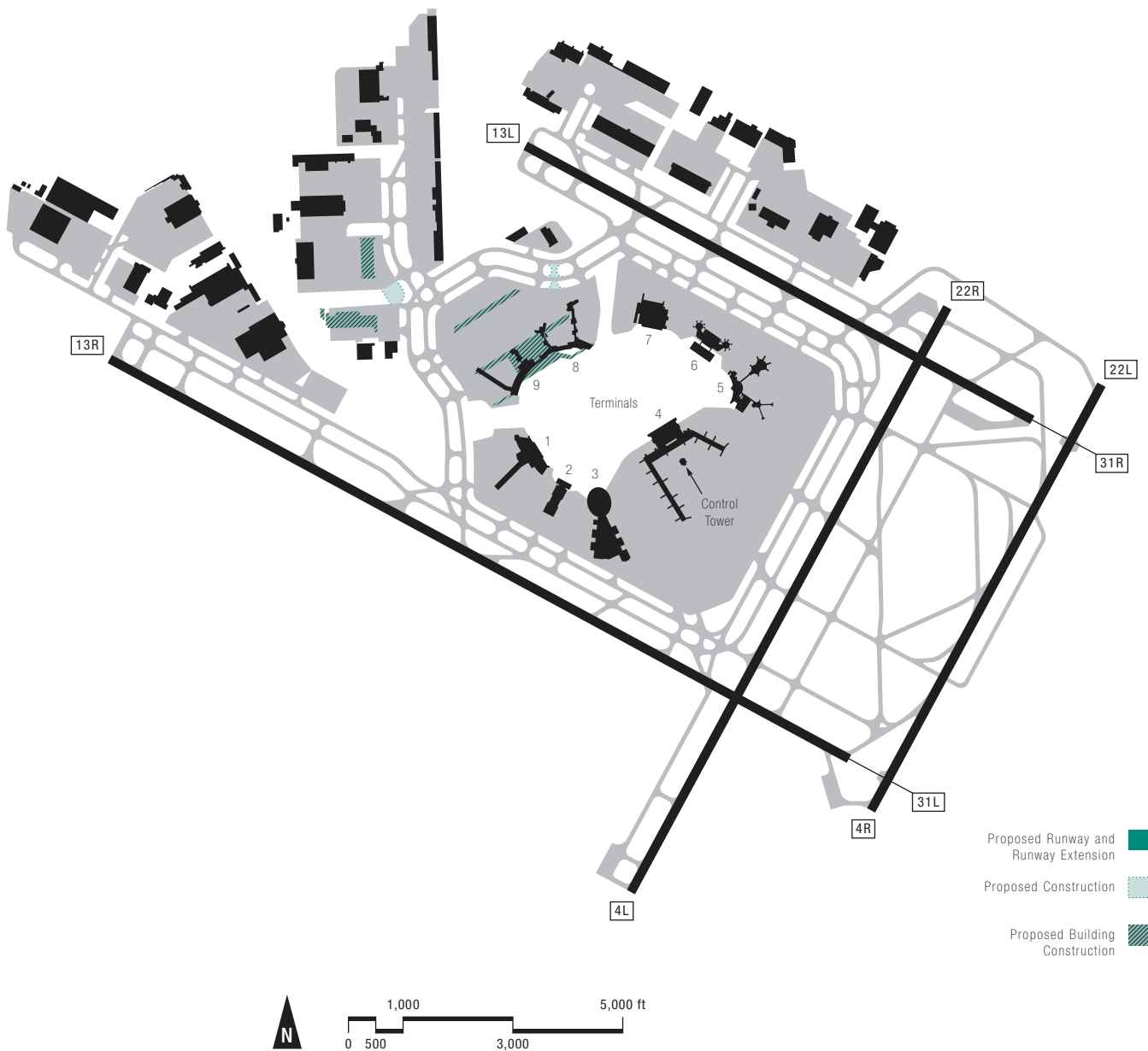
A new parallel Runway 7R/25L is being planned. It will be 6,500 ft. south of the existing Runway 7/25, permitting independent parallel IFR operations and potentially doubling Jacksonville's hourly IFR arrival capacity. Construction is scheduled to begin in 2010, with completion expected in 2011. The estimated cost of construction is \$50 million.





FL	59	✈️ (M)	Enplanements			✈️ (K)	Operations		
			2,445,231	2,616,211	2,523,809		161,539	148,797	134,572
		2.8				180			
		2.4				140			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

JFK – New York John F. Kennedy International Airport

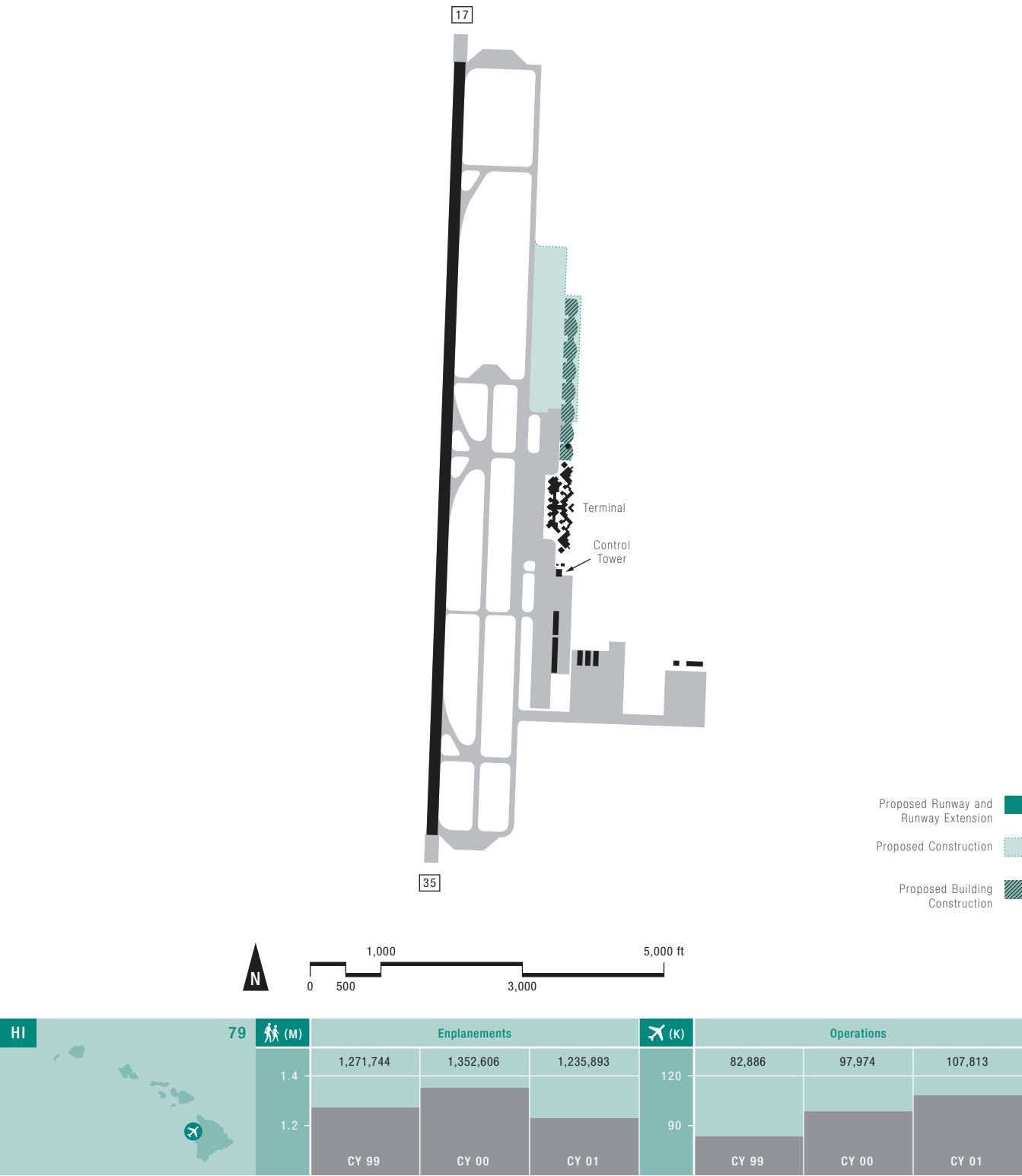
Construction to widen runway 4R/22L from 150 ft. to 200 ft. was completed in early November 2002. Reconstruction plans for Runway 13R/31L will start and be completed in 2005. No estimates of cost are available at this time.



NY	14	 (M)	Enplanements			 (K)	Operations		
			15,375,183	16,155,437	14,553,815		355,677	358,951	317,746
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

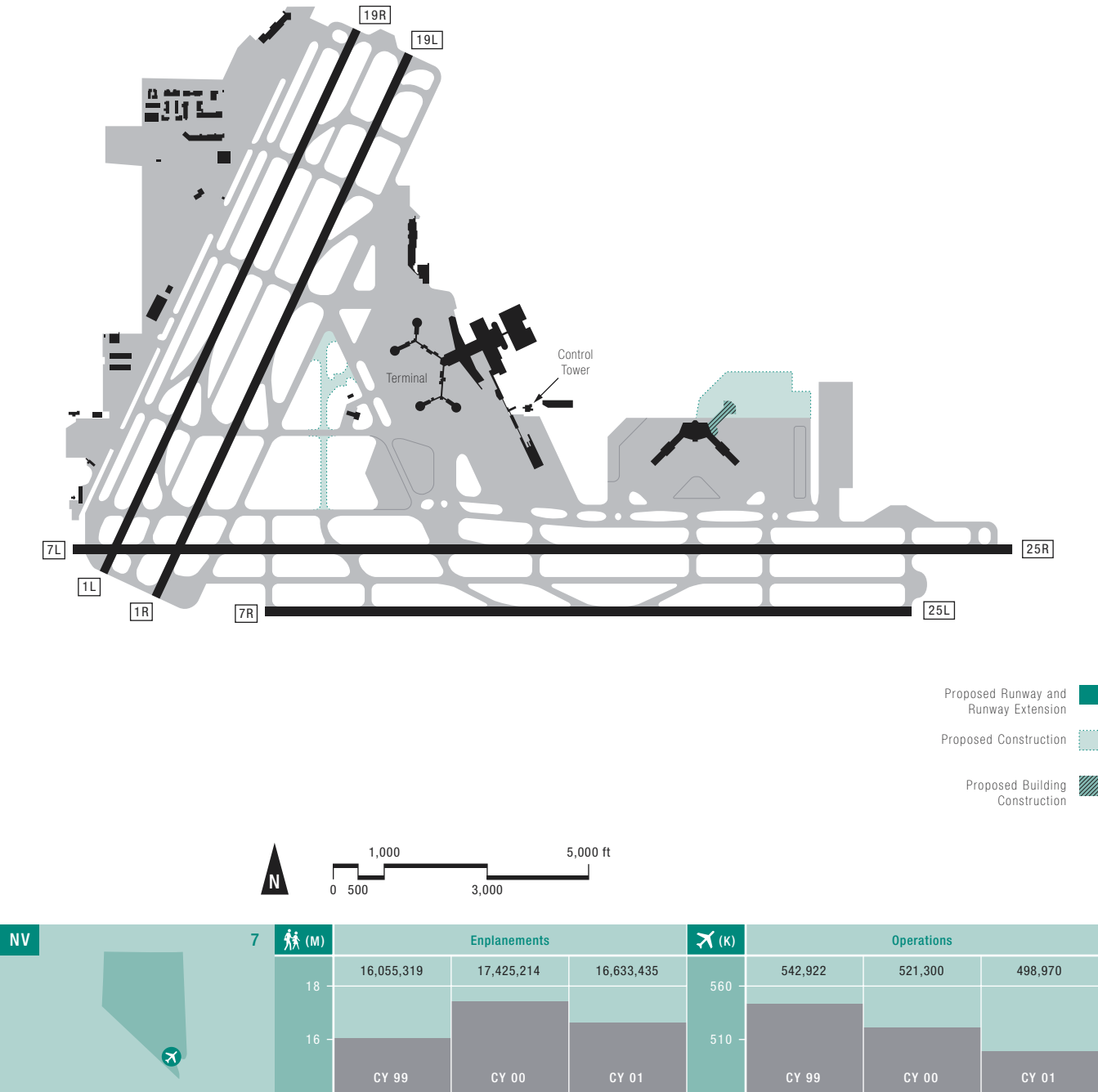
KOA – Kona International Airport at Keahole

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



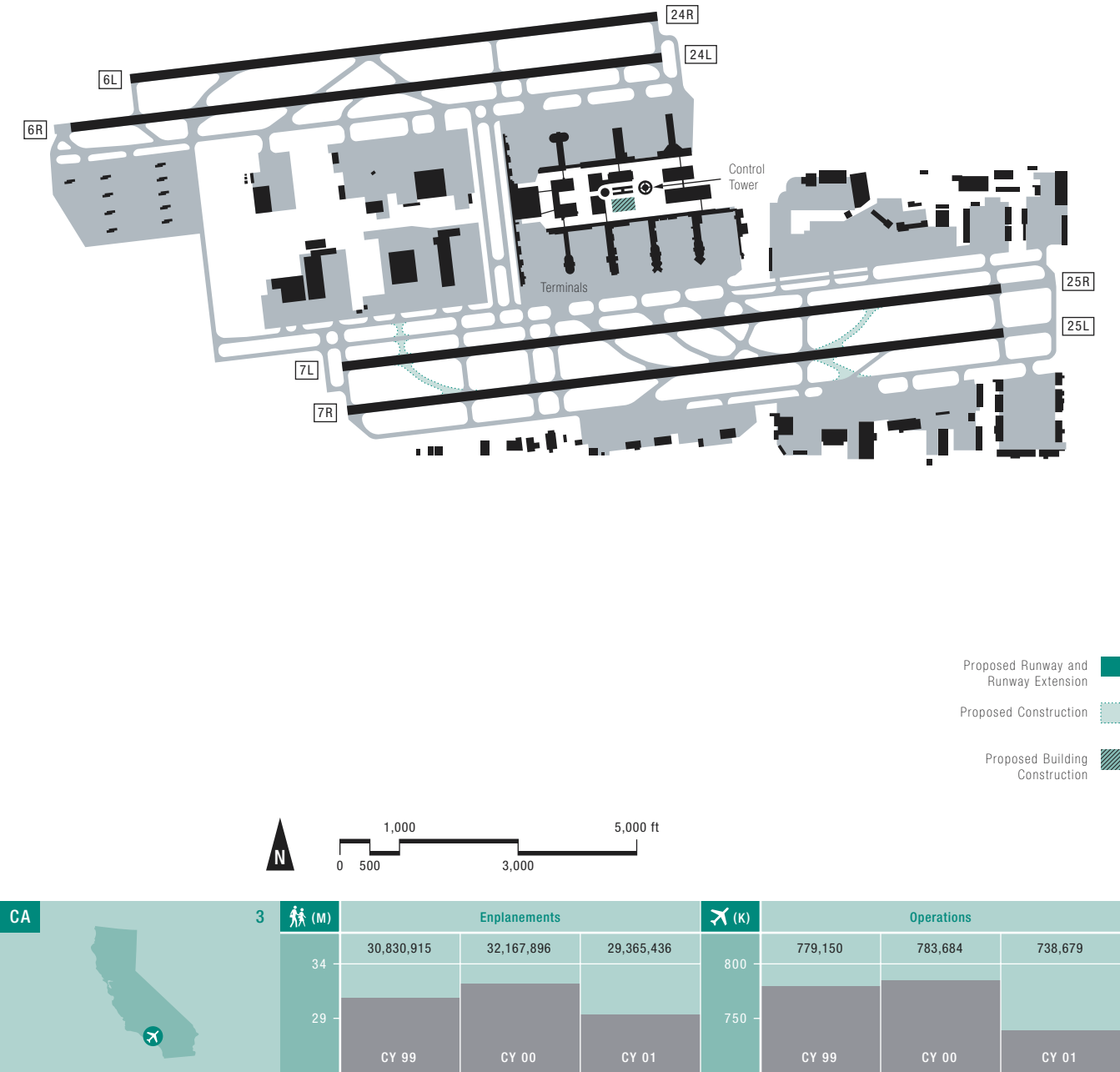
LAS – Las Vegas McCarran International Airport

Construction plans are underway to construct 3,000 feet of taxiway north of taxiway B, with connections to taxiways G and D. This project is estimated to cost \$23.3 million. Plans for terminal development include construction of an apron and taxi lane to support a 12-gate expansion of the D concourse. The apron and taxi lane work is estimated to cost \$20 million, and construction of the terminal building, estimated to cost \$80 million, may not commence until after December 31, 2002.



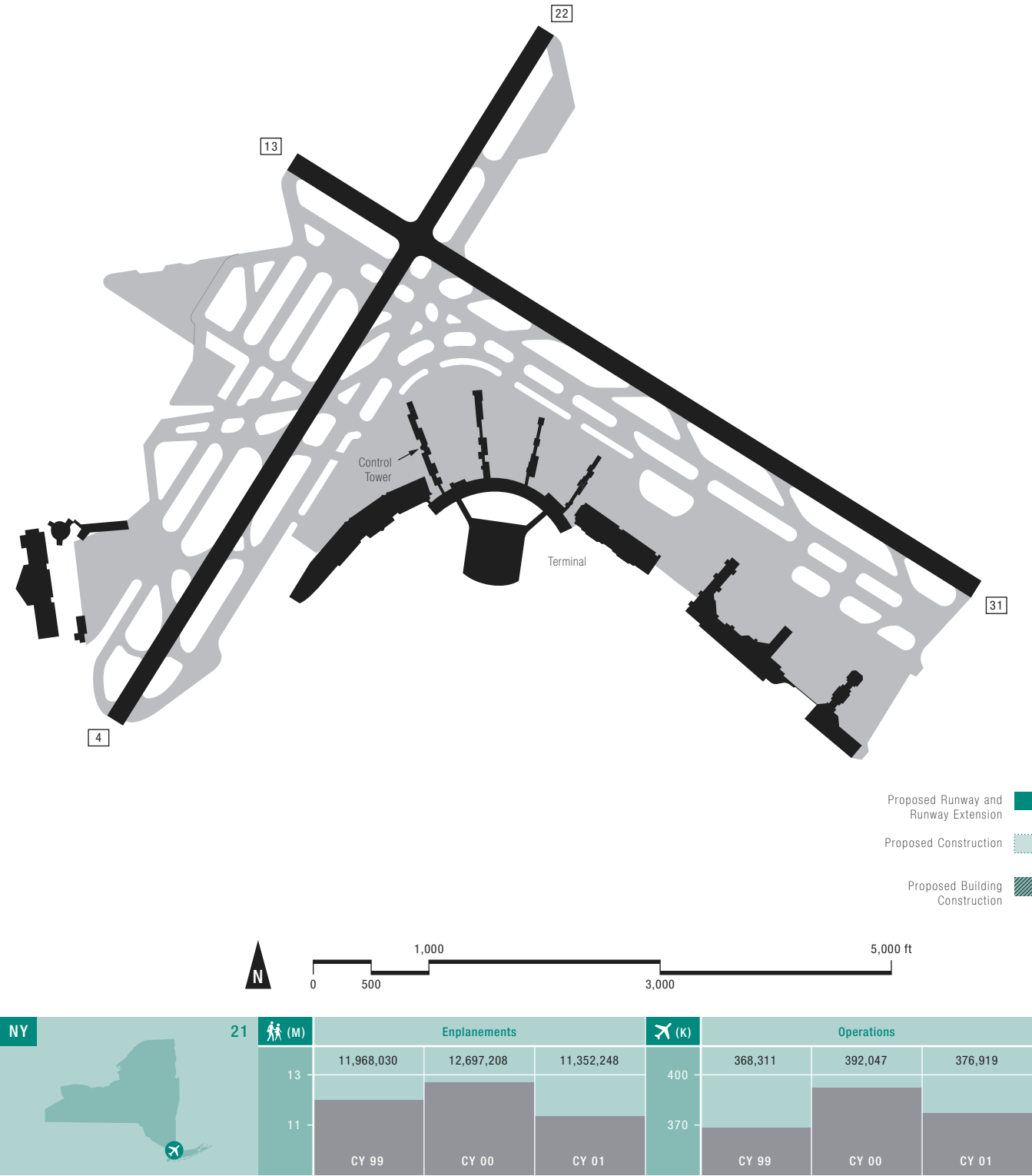
LAX – Los Angeles International Airport

Taxiway exits and a new parking structure are planned at this airport.



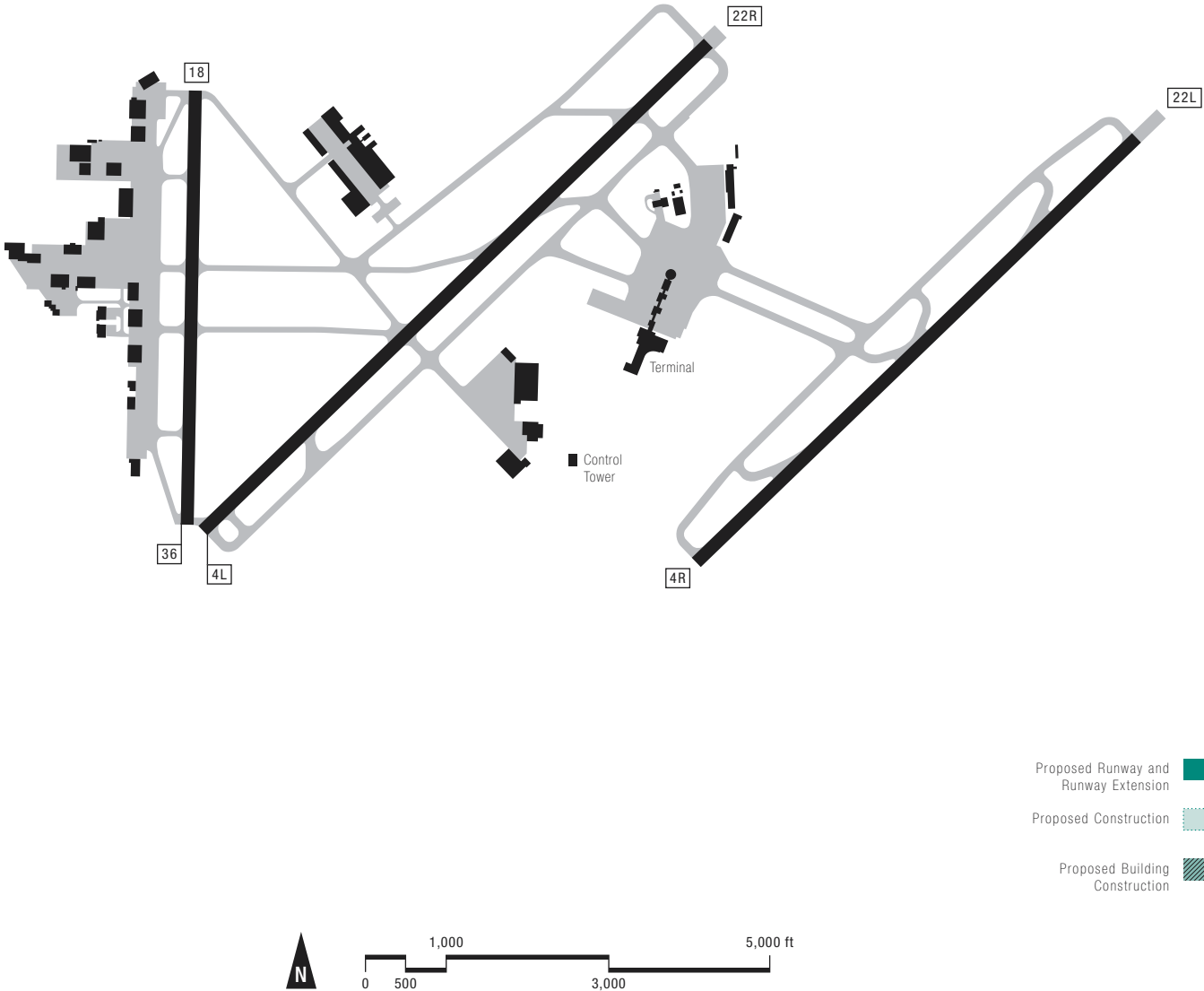
LGA – New York LaGuardia Airport




There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



LIT – Little Rock Adams Field

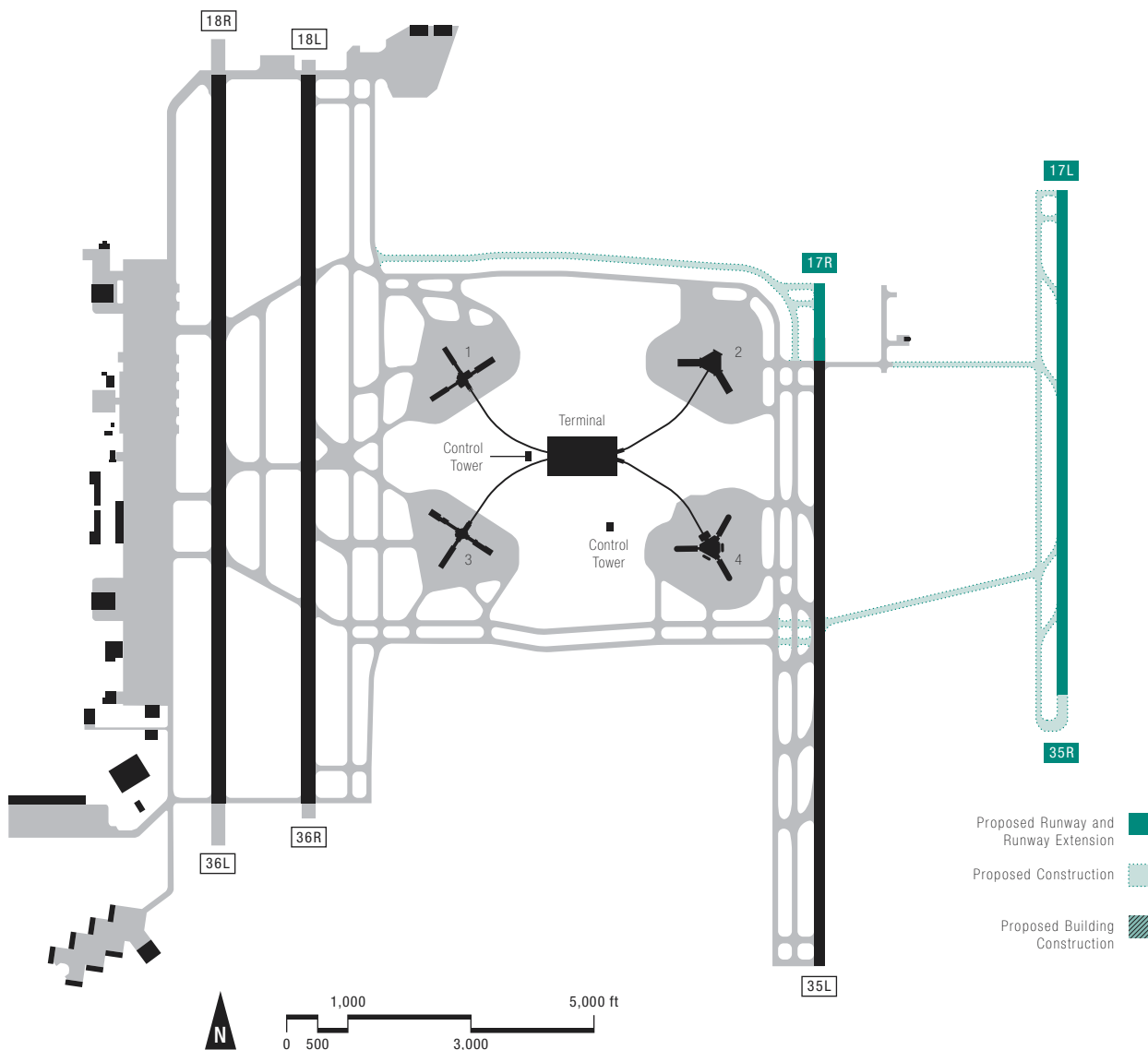
An extension of Runway 4L/22R was completed in late 1998.



AR		80	 (M)	Enplanements			 (K)	Operations		
				1,292,507	1,276,145	1,211,753		181,958	174,802	176,067
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

MCO – Orlando International Airport

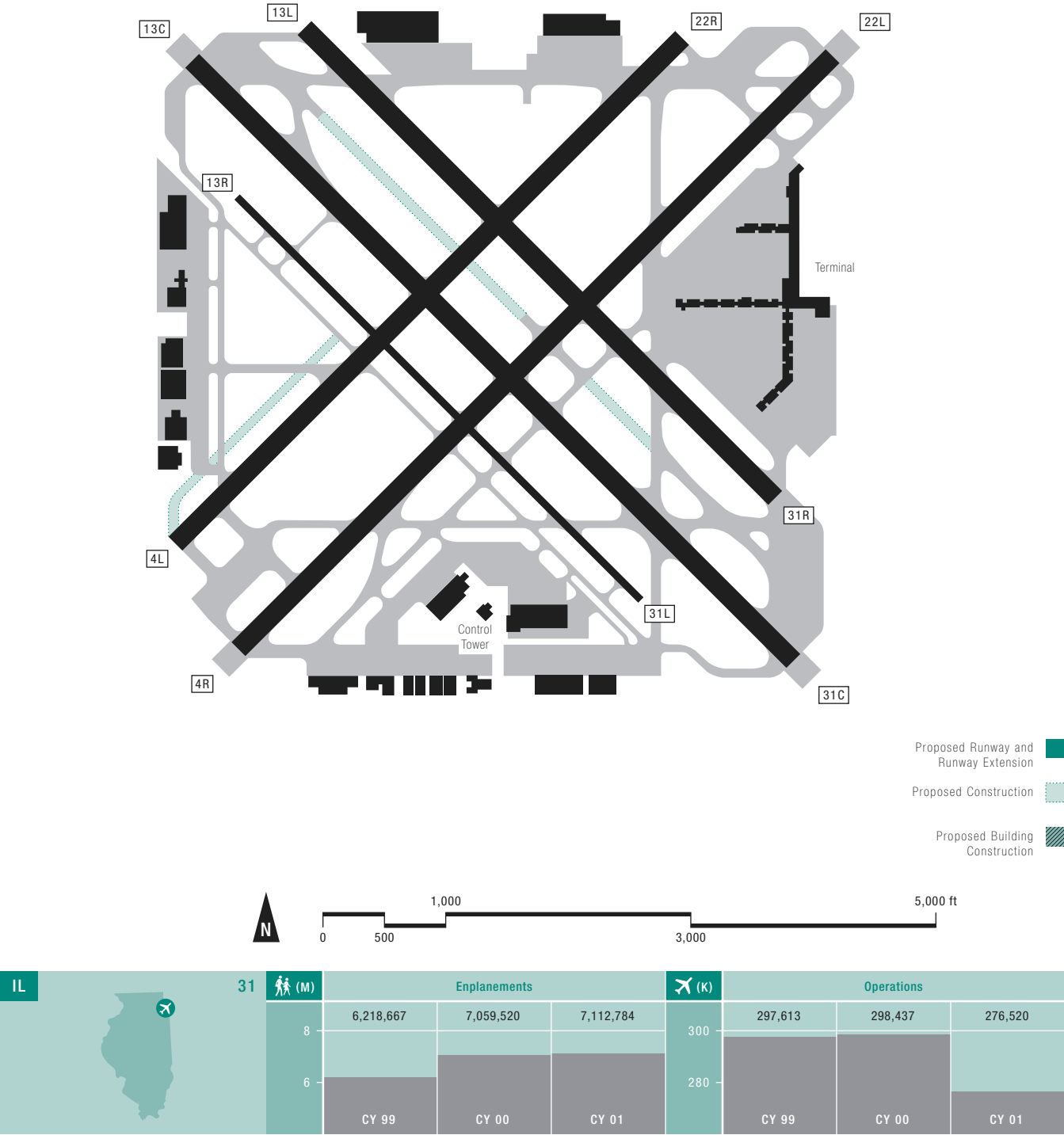
A new 9,000 ft. fourth parallel Runway 17L/35R that will allow simultaneous triple flow instrument approaches will be open for operations in 2003. The cost of the runway is \$203 million. It will be located 4,300 ft. east of existing Runway 17R/35L which has a 1,000-ft. extension planned to prevent aircraft from obstructing the Runway 17R approach. A new Air Traffic Control Tower is under construction and will be one of the tallest towers in the USA. A new north cross-field taxiway has been completed and is now operational. A fourth airside passenger terminal located in the North Terminal area has been completed and is now open. The first phase of a new South Terminal is now in the design stage and will open in 2005.



FL	15	15	Enplanements			380	Operations		
			14,026,868	14,831,648	13,622,397		363,856	366,278	326,456
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

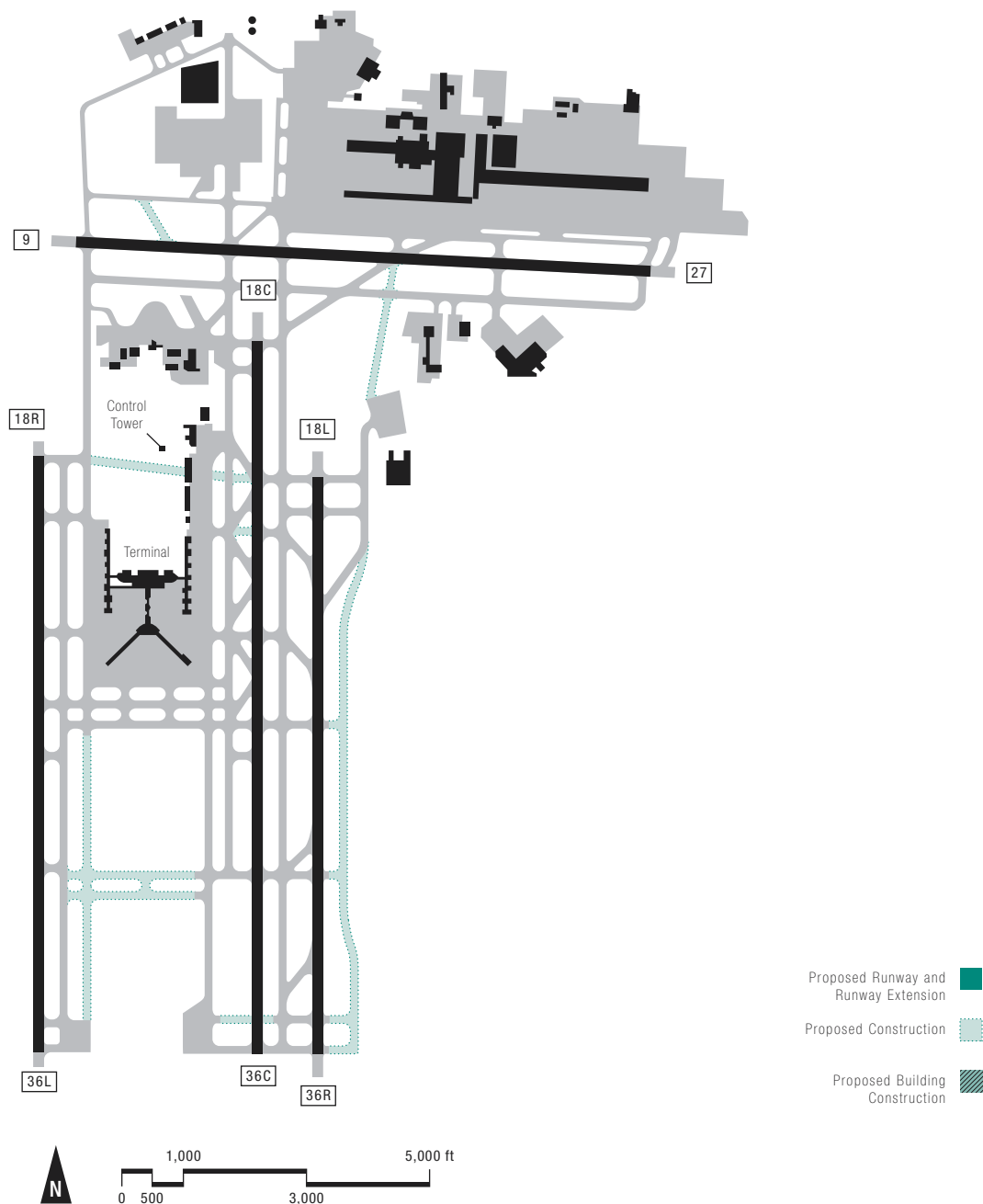
MDW – Chicago Midway Airport




There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



MEM – Memphis International Airport

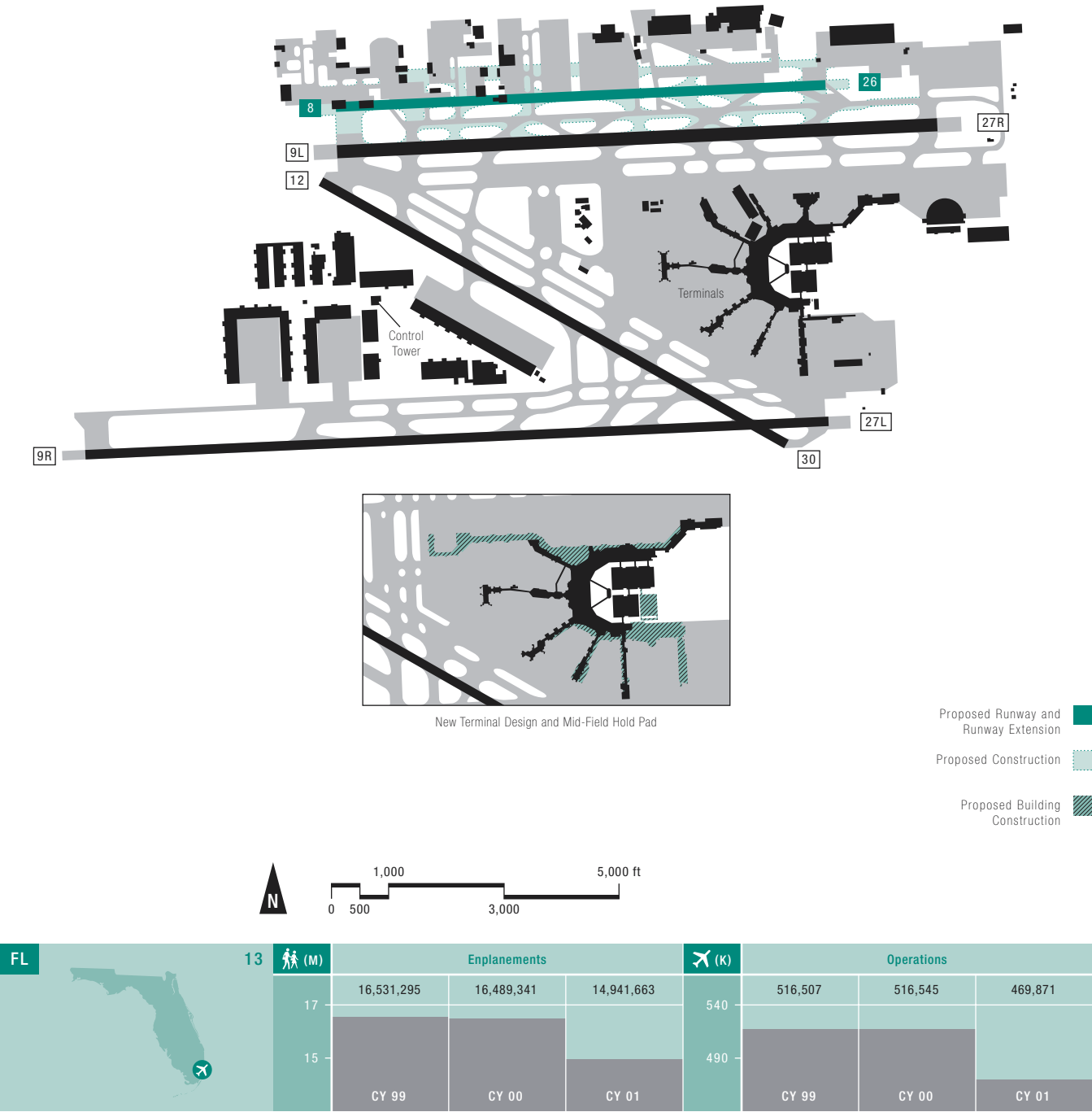
A reconstruction and extension of Runway 18C/36C was recently completed at an estimated cost of \$103 million. The extended runway will allow departures by aircraft with heavier payloads and/or greater haul-lengths.



TN	38	 (M)	Enplanements			 (K)	Operations		
	5.8	5,211,305	5,684,619	5,560,524	400	374,817	386,335	393,925	
	5.3				480				
		CY 99	CY 00	CY 01		CY 99	CY 00	CY 01	

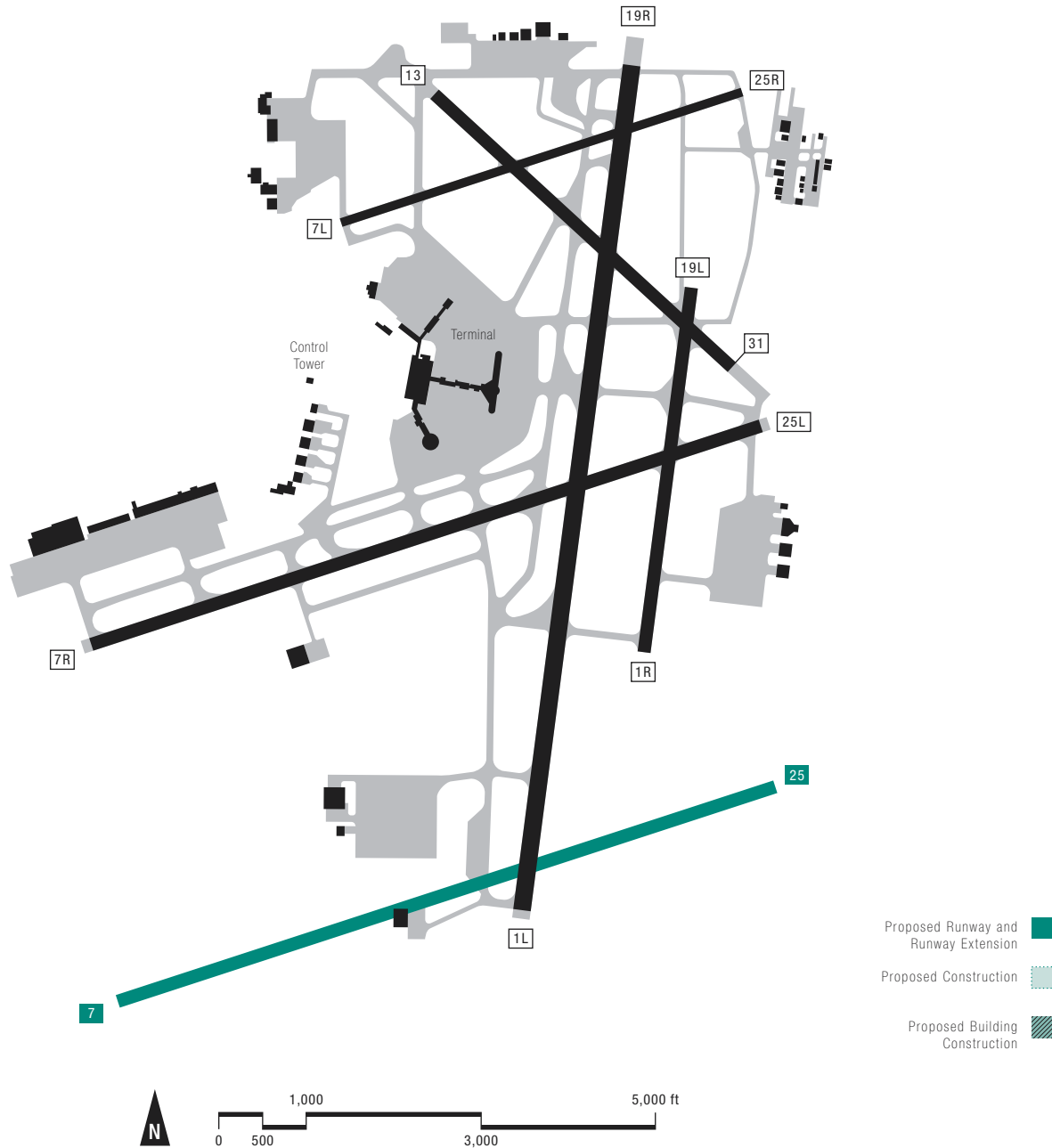
MIA – Miami International Airport




Construction of a new air carrier Runway 8/26, 8,600 ft. long and 800 ft. north of existing Runway 9L/27R, is estimated to be completed by 2003. The estimated cost of construction is \$206 million. An EIS was completed in December 1998. The new Runway is planned for use primarily as an arrival runway in VFR and non-precision IFR conditions.



MKE – Milwaukee General Mitchell International Airport

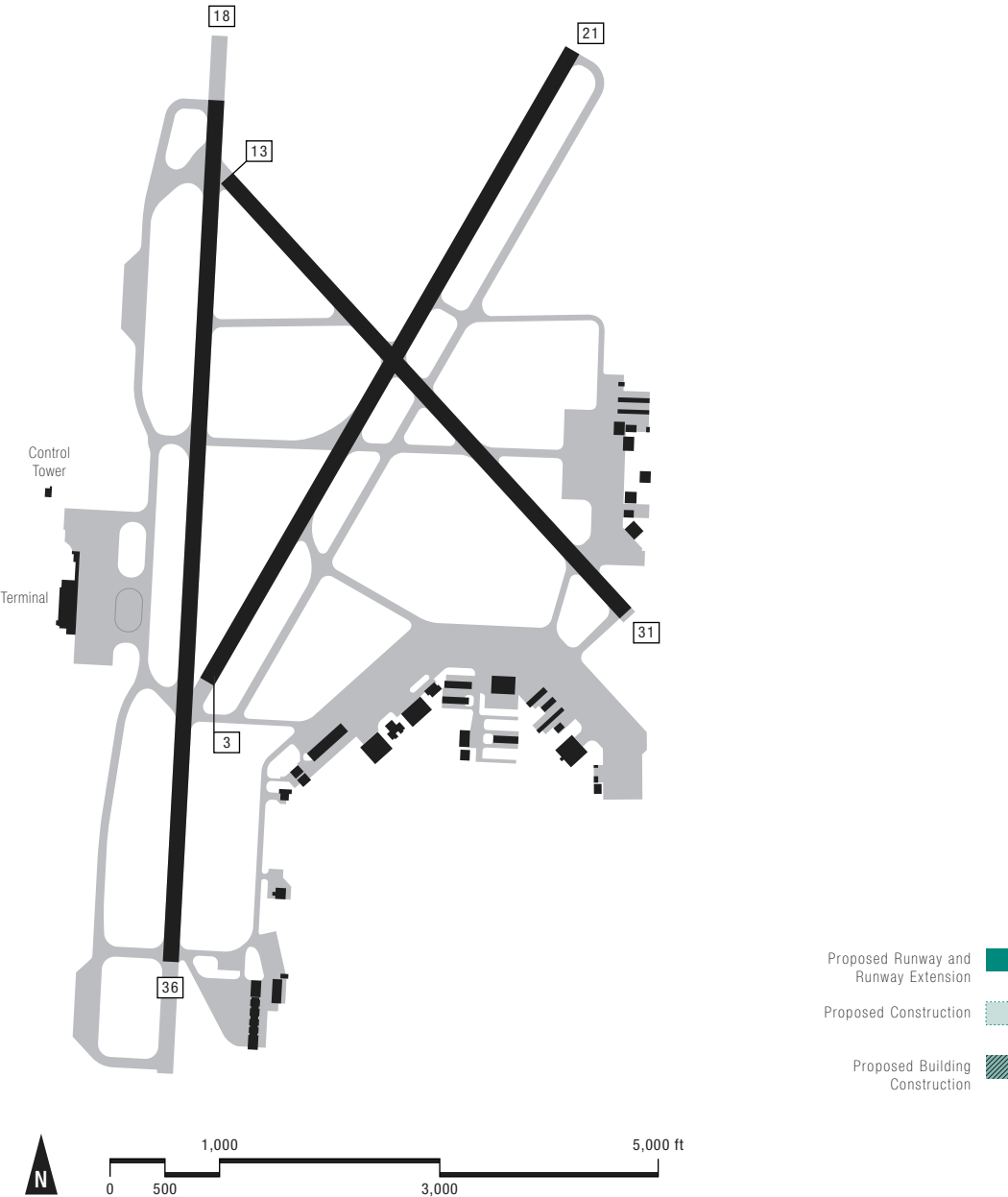
A 700-ft. extension to Runway 7L/25R was completed in the summer of 1998. Extension of this runway from 4,100 ft. to 4,800 ft. will accommodate commuter aircraft and delay the need for a third parallel runway until about the year 2015.






WI		55	 (M)	Enplanements			 (K)	Operations		
				2,962,677	3,089,592	2,825,473		221,866	221,855	211,512
				3.2				230		
				2.7				215		
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

MSN – Madison/Dane County Regional Airport

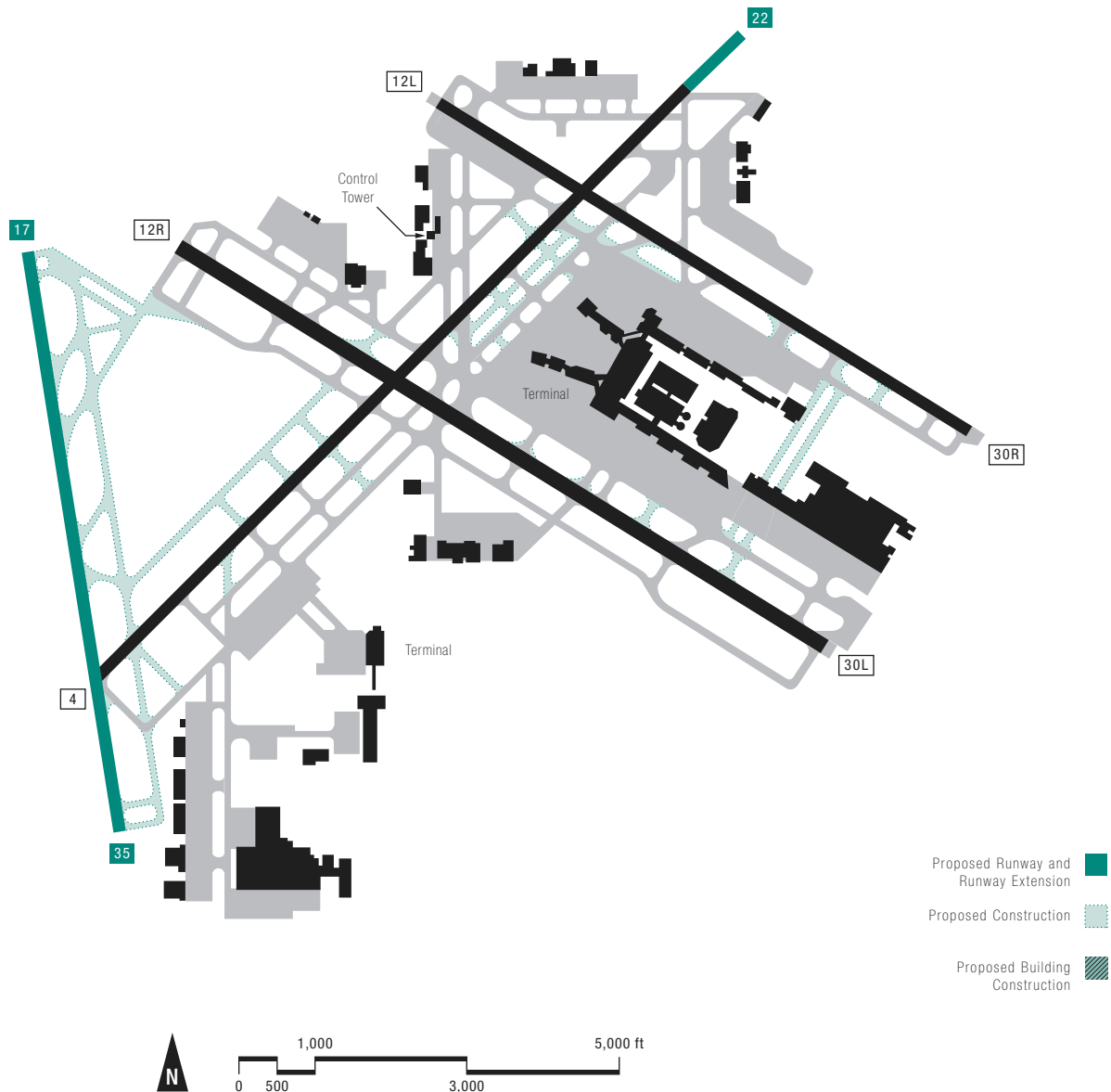
The airport is currently undertaking an Environmental Assessment (EA) for the Runway Safety Area of the Runway 13/Runway 18 Approaches. Presently Runway 13 does not meet FAA Runway Safety Area design criteria due to railway, waterway, and perimeter road intrusions. The actions proposed under the EA will correct design deficiencies of the Runway Safety Area, clear up pavement marking discrepancies on Runway 13, and provide for clear approaches to Runway 13 and 18.



WI		95	 (M)	Enplanements			 (K)	Operations		
				681,272	673,451	675,034		145,716	125,755	128,555
				0.7				160		
				0.6				130		
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

MSP – Minneapolis-St. Paul International Airport

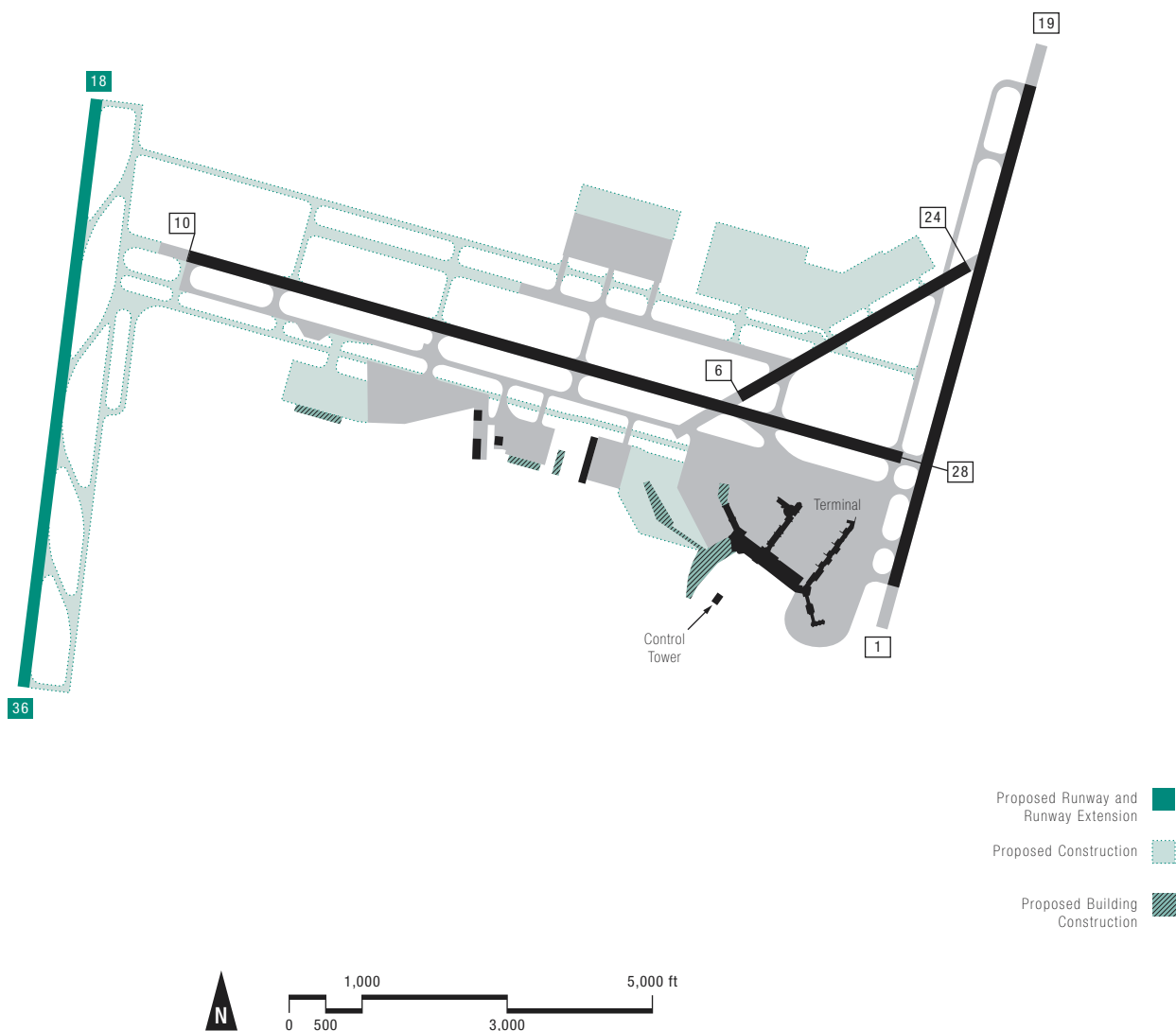
Construction of the proposed 8,000 ft. Runway 17/35, at a cost of \$490 million, will reduce the projected 2020 annual delay cost from \$66 million to \$38 million. The runway is expected to be operational in 2004 and will be used primarily for departures to the south and arrivals from the north. Construction of a 1,000 ft. extension to the northeast end of Runway 4/22 is planned.






MN	10	✈️ (M)	Enplanements			✈️ (K)	Operations		
			15,683,399	16,959,014	15,852,433		510,420	522,253	501,252
			17				530		
		15				510			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

MSY – Louis Armstrong New Orleans International Airport

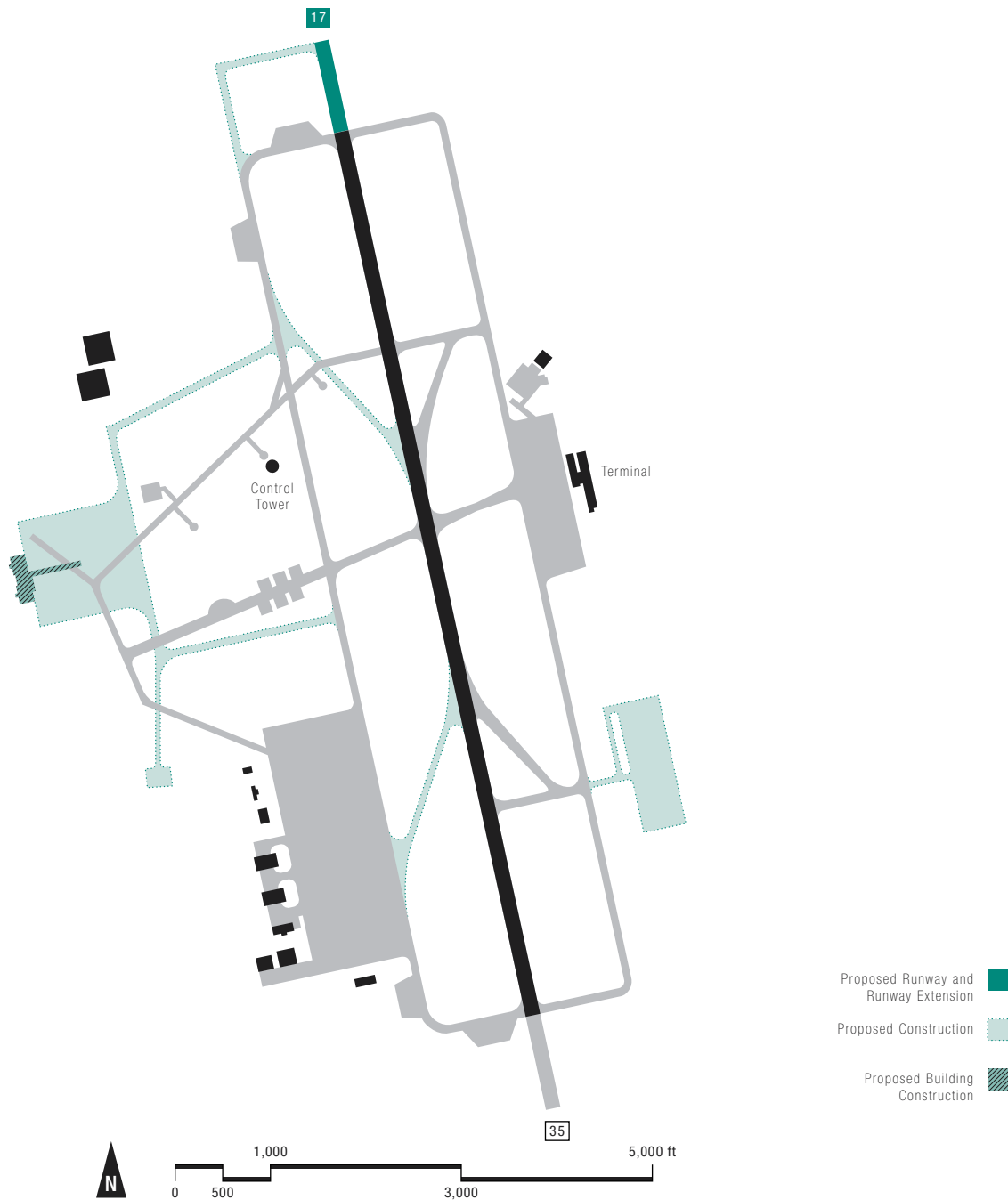
A new north-south Runway 18/36, is planned. This new runway will be nearly parallel to the existing Runway 1/19 and will be located west of the threshold of Runway 10, approximately 11,000 ft. away from Runway 1/19. Pending environmental findings and funding availability, it is expected that the runway will be completed around 2010.







LA		40	 (M)	Enplanements			 (K)	Operations		
		5	4,735,571	4,936,271	4,767,533	170	166,972	167,502	157,326	
		4				155				
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

MYR – Myrtle Beach International Airport

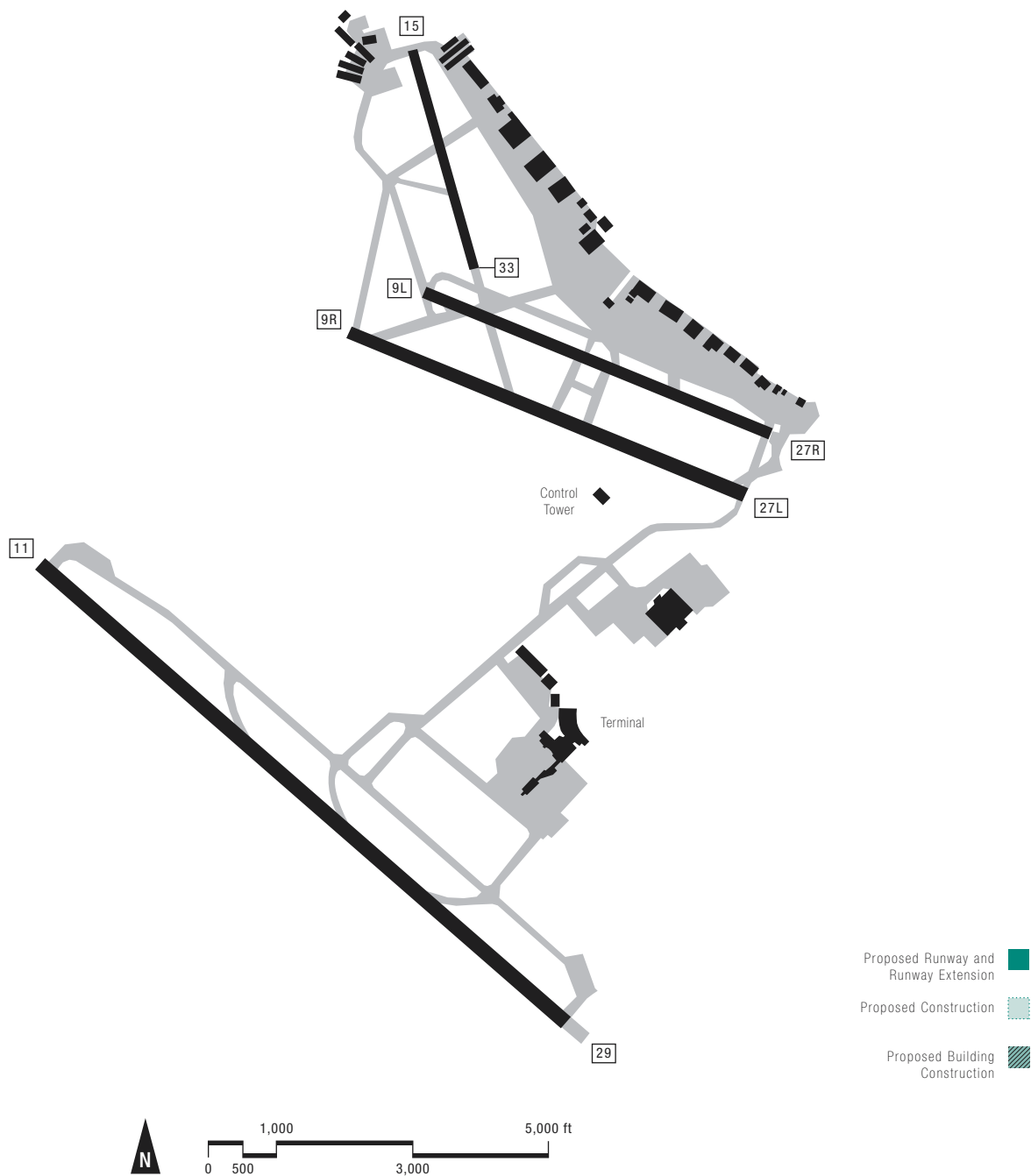
A recent Master Plan update recommends that the airport should develop a new terminal by the year 2005, extend the 9,500 ft. runway by 1,000 ft. to the north, and begin plans for a parallel runway. In the near future, Runway 17/35 will be redesigned as Runway 18/36.






SC		94	 (M)	Enplanements			 (K)	Operations		
				630,655	776,729	695,502		73,476	73,646	65,554
			0.8				76			
			0.6				68			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01	

OAK – Metropolitan Oakland International Airport

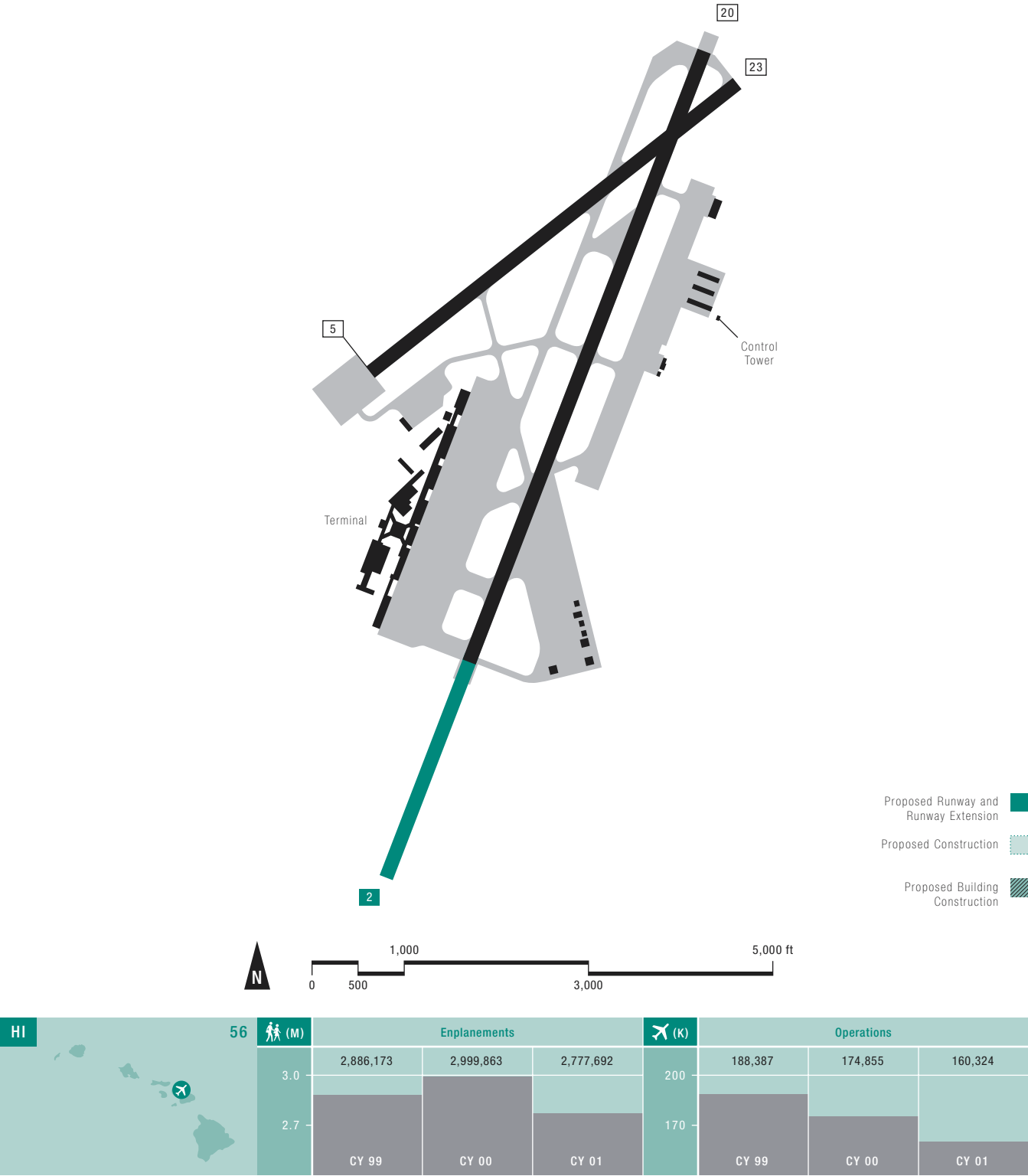
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



CA		37	 (M)	Enplanements			 (K)	Operations			
				4,850,517	5,196,451	5,566,100		540	524,205	449,050	395,653
				5.6				440			
				4.9							
											</

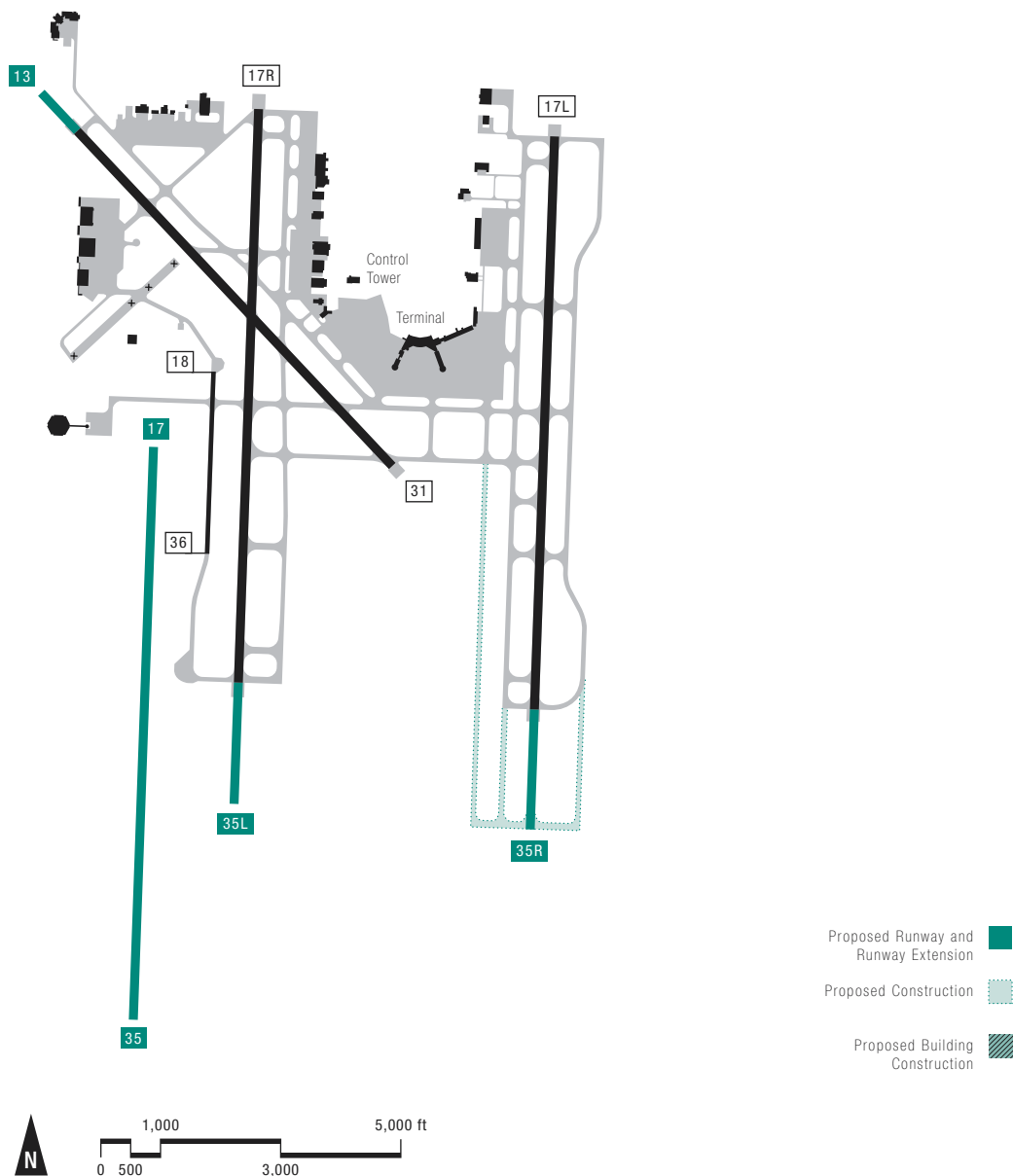
OGG – Kahului Airport

There are no new runway or runway extension projects proposed, or currently under construction at this airport.



OKC – Oklahoma City Will Rogers World Airport

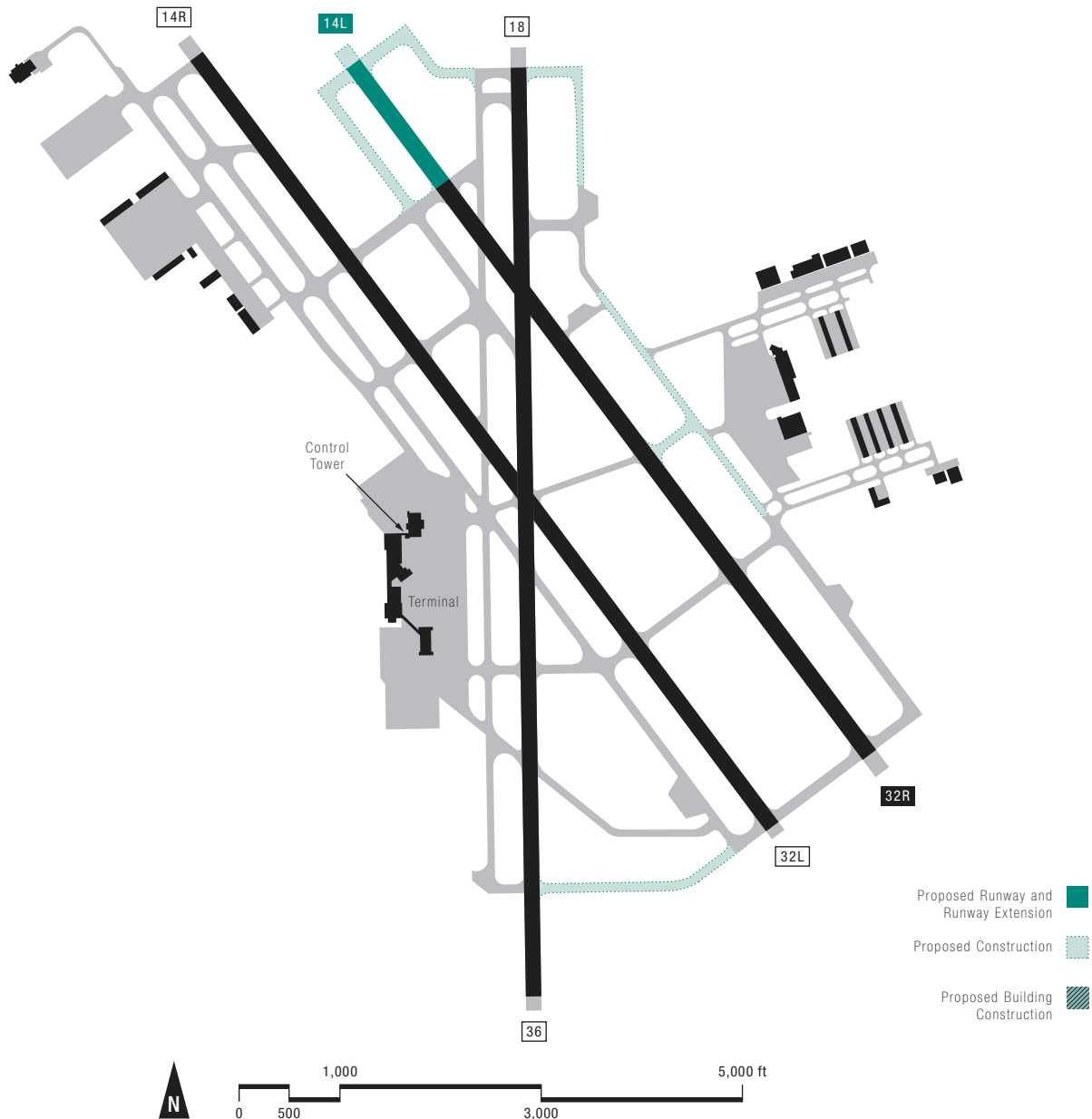
Construction of a new west parallel runway 1,600 ft. west of Runway 17/35 is reflected on the ALP. Estimated cost of construction is \$13 million. Extensions to both north/south runways, Runways 17L/35R and 17R/35L, are also planned. The estimated cost of extending the runways is \$8 million each. Construction of the extension to Runway 17R/35L is expected to start in 2010 and be completed by 2014. A 2,200 ft. extension to the northwest of Runway 13/31 is planned as well. Relocation of MacArthur Boulevard may begin in 2003, with runway completion in 2010. The cost is estimated at \$11.6 million.



OK	67	✈️ (M)	Enplanements			✈️ (K)	Operations		
			1,749,450	1,739,169	1,675,889		164,053	160,083	176,499
			1.8	1.8	1.8		180	180	180
		1.6	CY 99	CY 00	CY 01	160	CY 99	CY 00	CY 01

OMA – Omaha Eppley Airfield

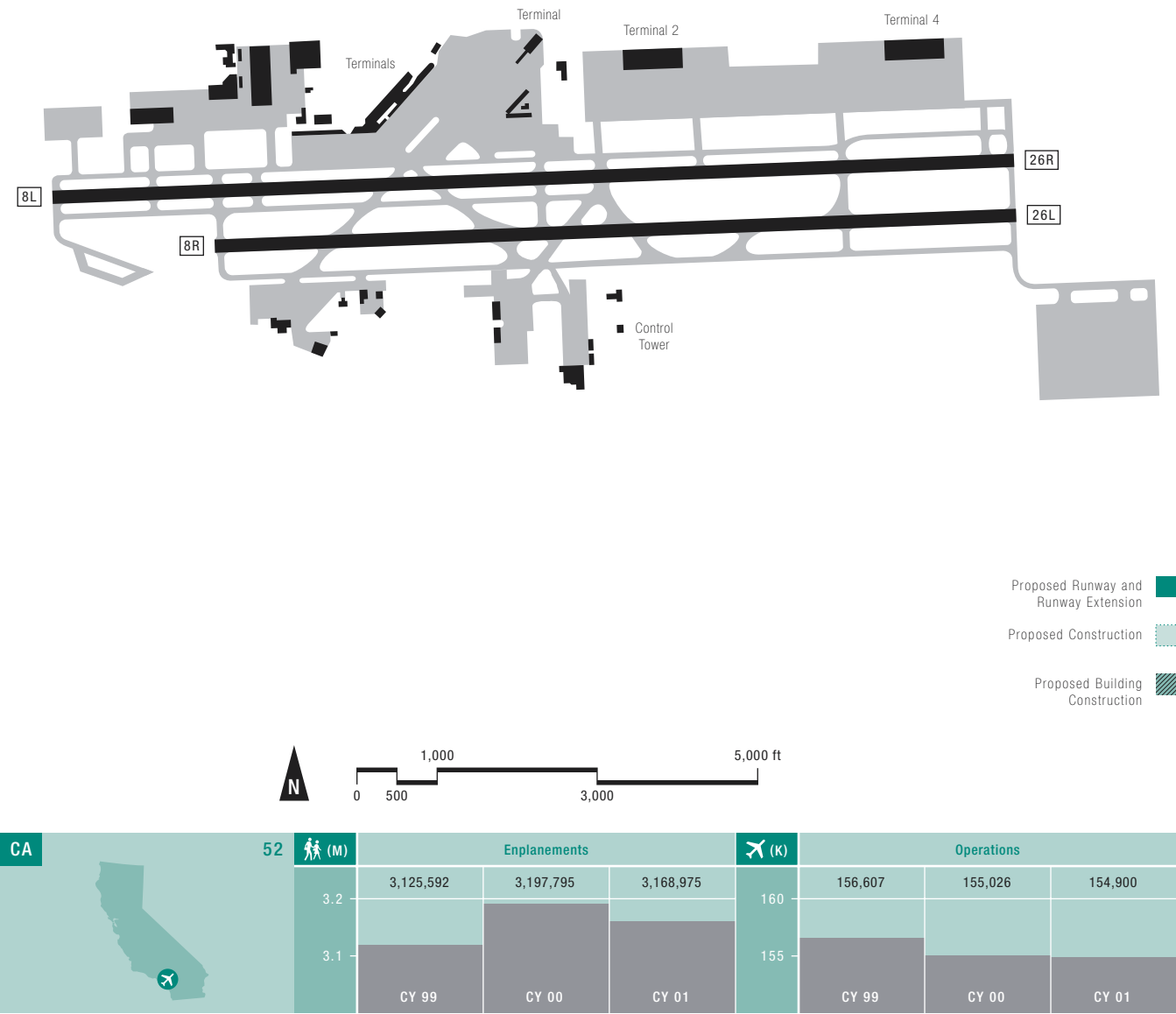
An extension of Runway 14L/32R to 7,000 ft. is planned, and the project was approved via an LOI of \$44 million. The extension of Runway End 14L has not been funded, however, construction is planned for 2003 or 2004. Plans beyond 2007 include reconstruction of Runway 14R/32L, at an estimated cost of \$24.5 million, and the reconstruction of Runway 18/36 is estimated to cost \$8.5 million.



NE	65	✈️ (M)	Enplanements			✈️ (K)	Operations		
			1,836,457	1,861,057	1,773,894		188,216	167,879	143,973
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

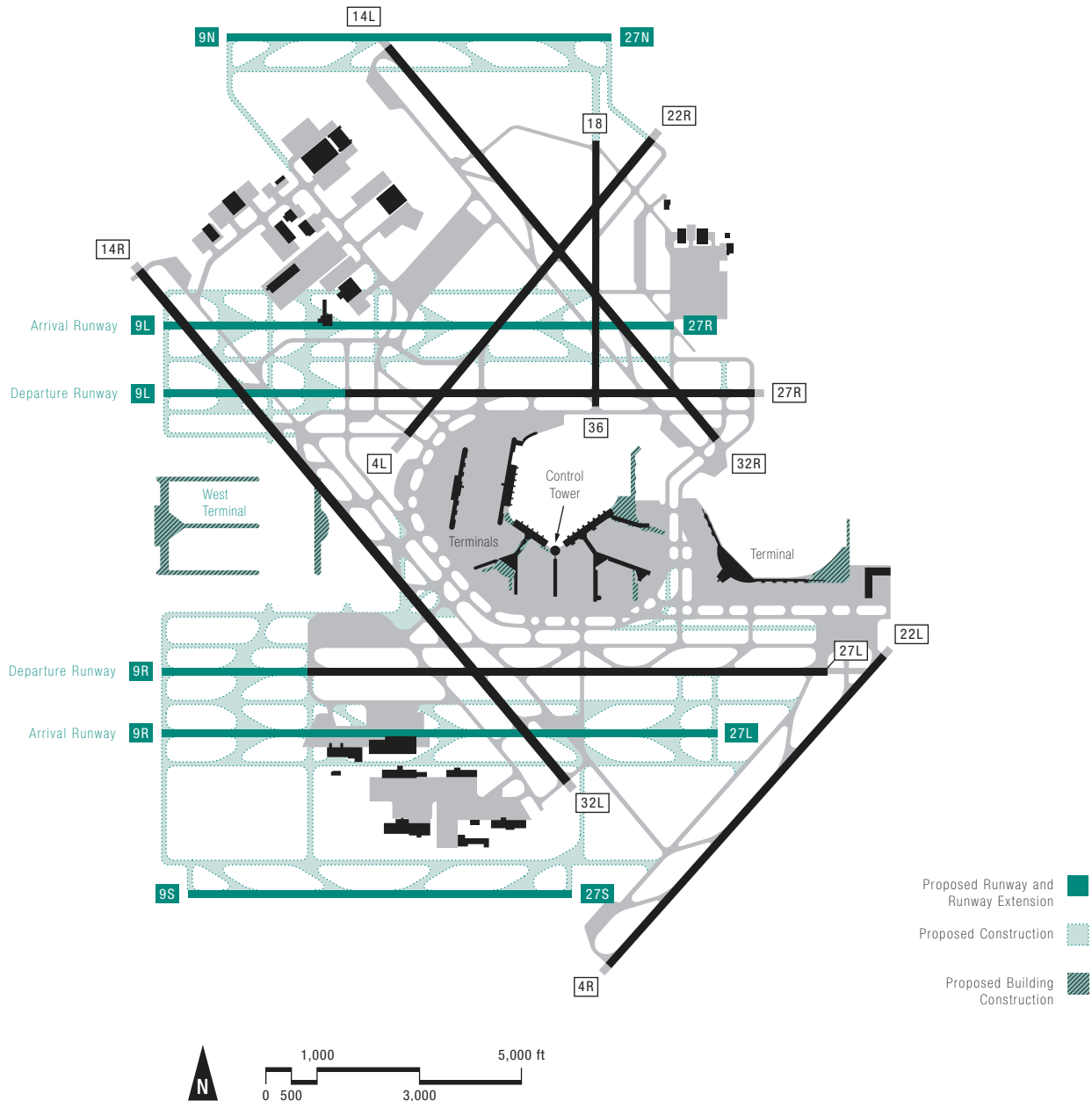
ONT – Ontario International Airport

Plans are proposed for a runway reconstruction that will be operational in 2005, at an estimated cost of \$34.2 million.



ORD – Chicago O’Hare International Airport

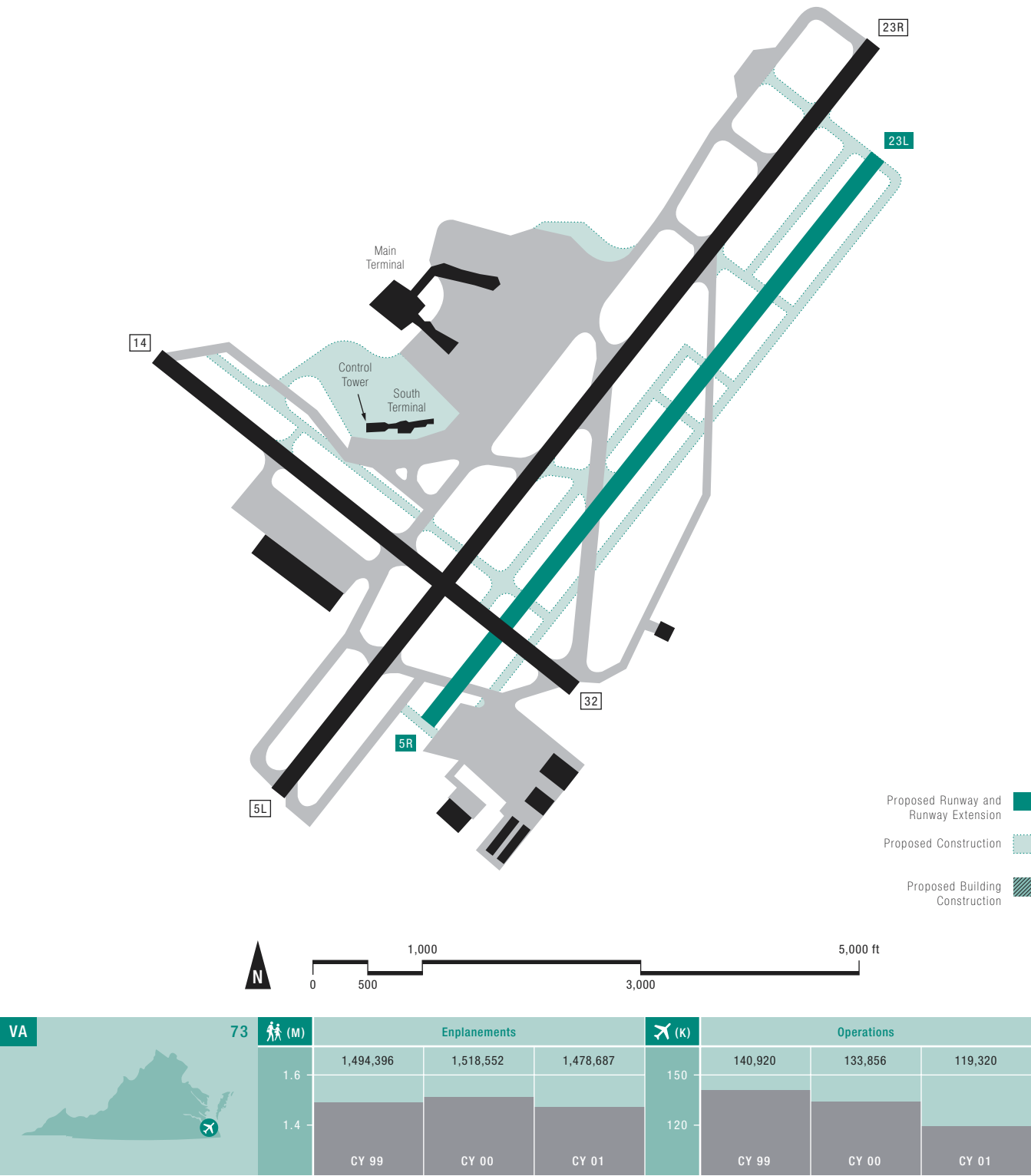
The O’Hare Modernization Plan currently consists of constructing one new runway and relocating three of the existing seven runways along with the required new taxiways to provide a new airfield configuration with six runways in the 9/27 direction and two in the 4/22 direction. Airfield construction, estimated at \$2.5 billion, will be phased over several years with the construction of the first new runway beginning in 2004. This new configuration will reduce IFR delays by 95 percent and overall delays at O’Hare by 79 percent.



IL	2	✈️ (M)	Enplanements			✈️ (K)	Operations		
			34,050,083	33,845,895	31,529,561		897,290	908,977	911,861
		35				920			
		32				890			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

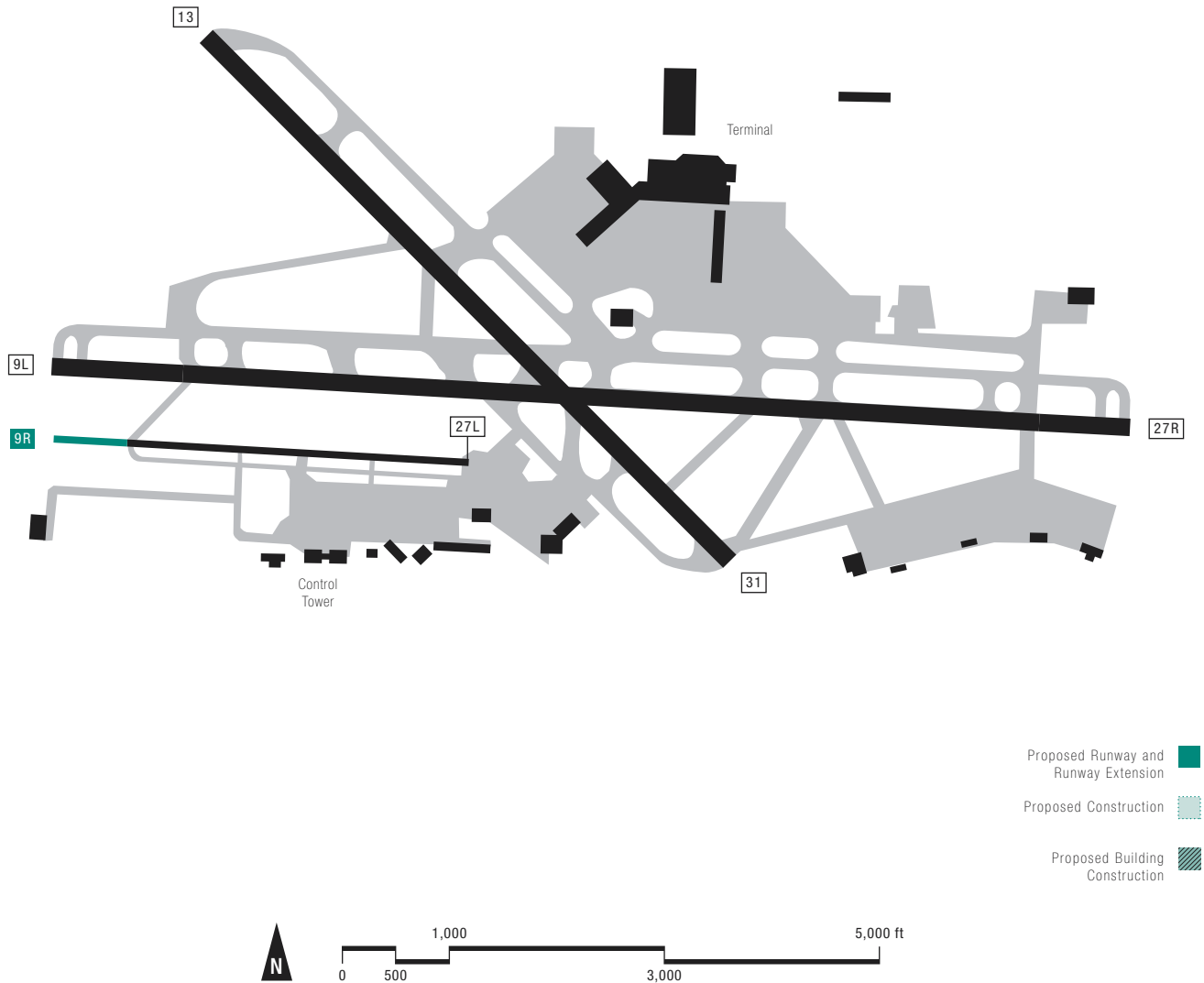
ORF – Norfolk International Airport




A new air carrier runway, Runway 5R/23L, was analyzed by the Eastern Virginia Capacity Design Team. An Environmental Review is currently underway. Runway construction was scheduled to begin in 2002 with completion by 2004, at an estimated cost of \$100 million providing the airport can acquire the small amount of additional land required.



PBI – Palm Beach International Airport

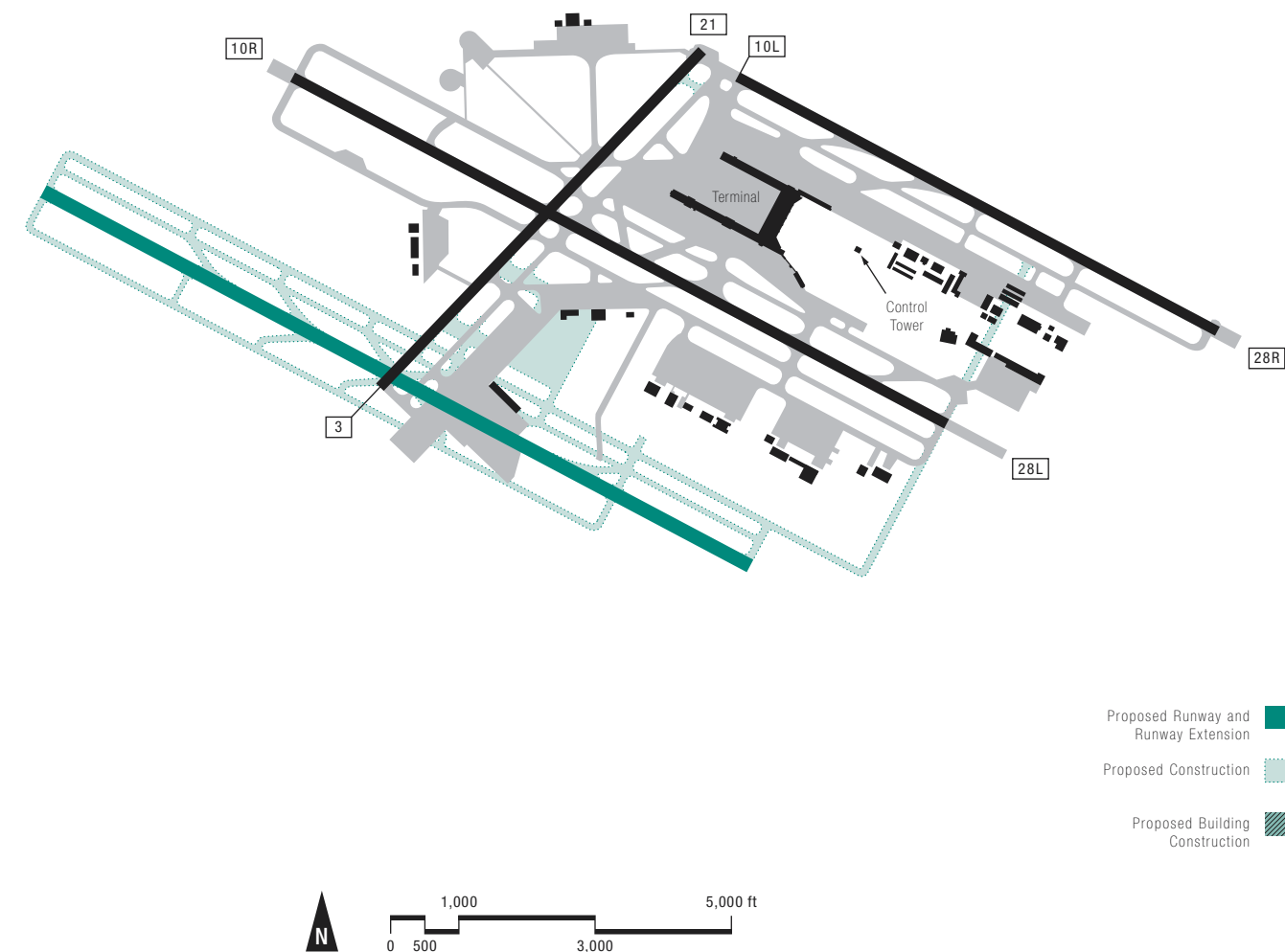
Runway 9L/27R is planned to be extended 1,200 ft. to the west and 811 ft. to the east, for a total length of 10,000 ft. The total estimated project cost is \$9 million. An Environmental Assessment was completed and a Finding of No Significant Impact (FONSI) was issued in April 1998. Construction was completed in 2000. The runway thresholds will remain in their present locations; therefore, the extended length will only be used for departures.





FL		54	 (M)	Enplanements			 (K)	Operations			
				2,877,039	2,928,658	2,954,015		220	198,468	214,327	212,640
				3.0							
				2.8							
					CY 99	CY 00		CY 01		CY 99	CY 00

PDX – Portland International Airport

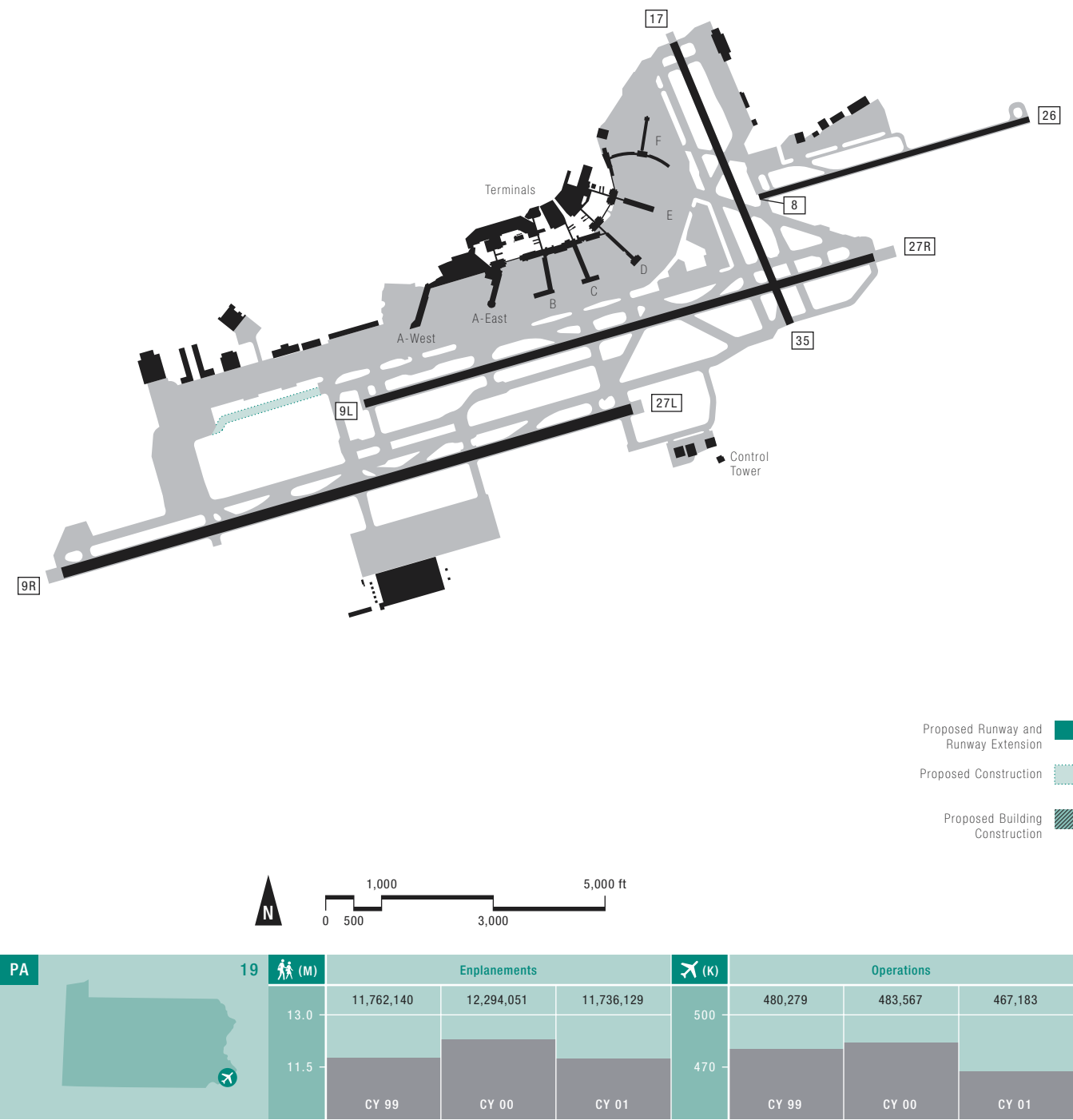
An update of the 1996 Capacity Enhancement Plan was completed in an initial phase in 2001, with the final phase to be completed in 2003. The update evaluated development of a third parallel runway south of the existing parallel runways with associated taxiways (not shown) under construction after 2020, and constructing an additional terminal or expanding the existing terminal. The update also evaluated the capacity benefit or impact of the new parallel runway under various operating scenarios. Two new connecting taxiways are proposed over the next 5 years to reduce runway occupancy times on Runway 10R/28L and congestion on the south parallel taxiway.



OR	33	 (M)	Enplanements			 (K)	Operations		
			6,749,174	6,754,514	6,168,103		322,447	317,477	293,902
			6.8				340		
			6.3			300			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

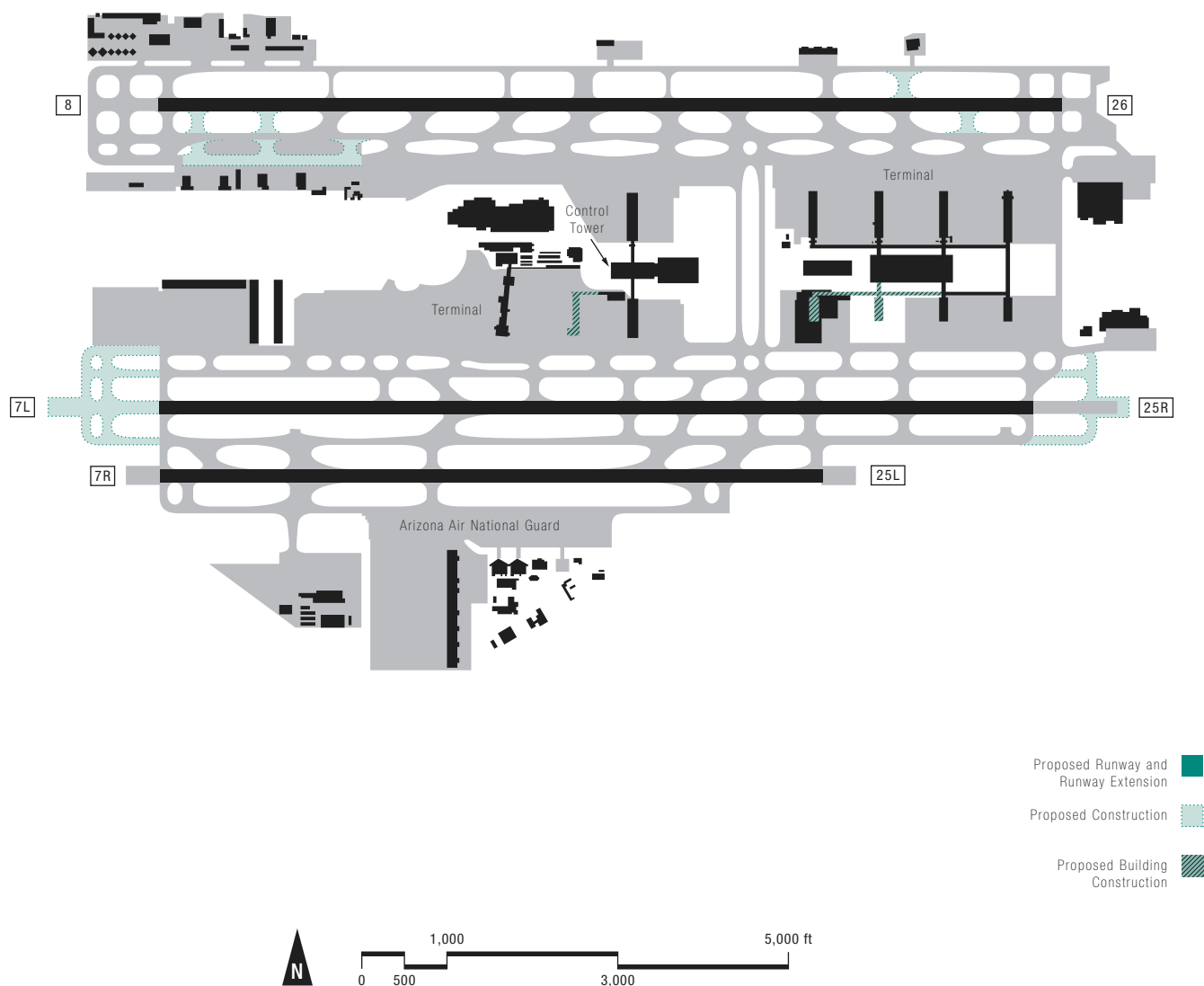
PHL – Philadelphia International Airport




The new 5,000-ft. parallel commuter runway, Runway 8/26, opened in late-1999 at an estimated cost of \$220 million. It is located 3,000 ft. north of Runway 9R/27L.



PHX – Phoenix Sky Harbor International Airport

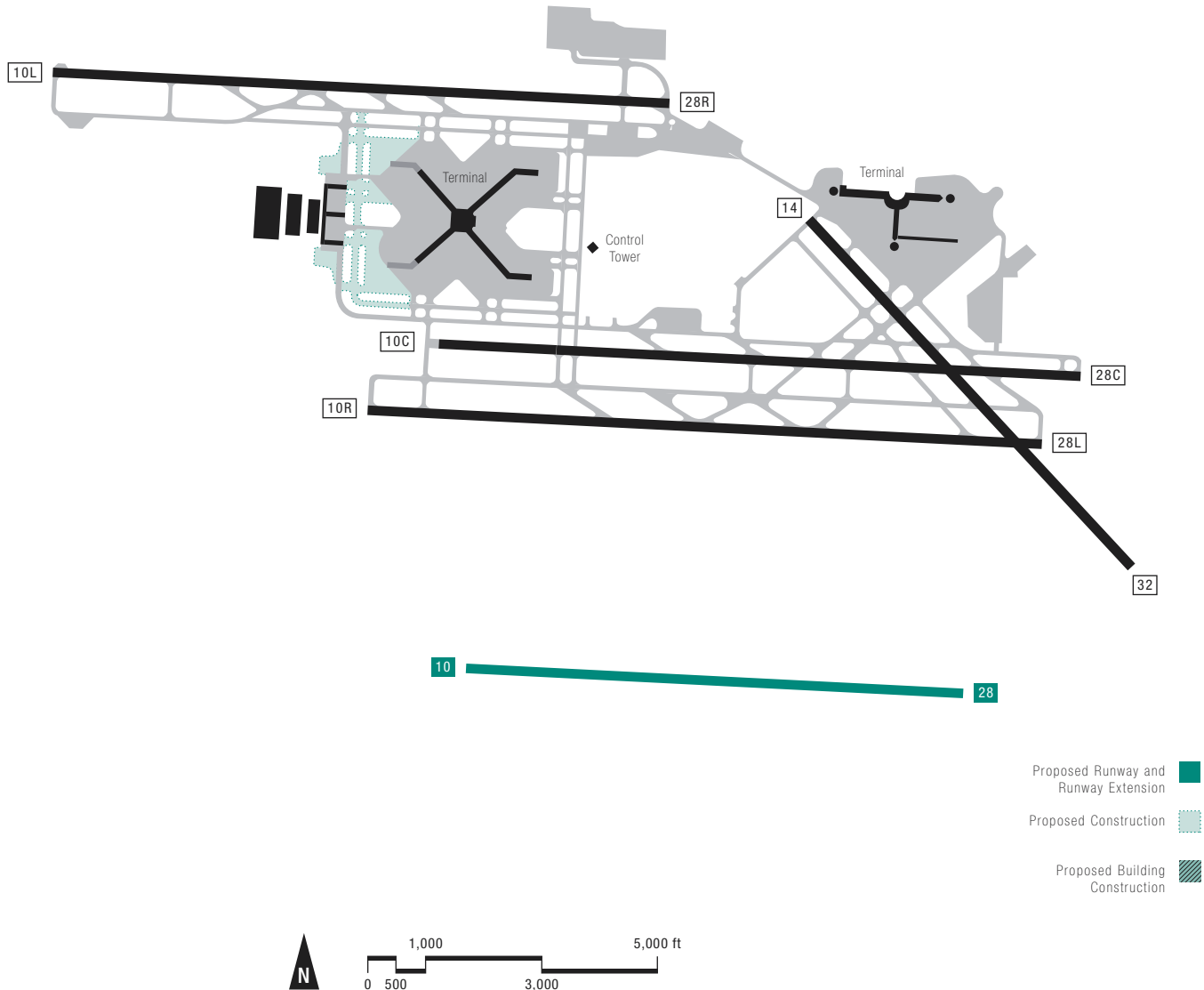
A new third parallel runway, Runway 7/25 800 ft. south of Runway 8R/26L, was completed in 2000. Runway 7/25 is being constructed to a length of 7,800 ft. The airport layout plan proposes an ultimate length of 9,500 ft., but further construction is not scheduled at this time. The construction of a 900 ft. west extension of Runway 8L/26R, at cost of \$7.0 million, was completed in 2001.






AZ		5	 (M)	Enplanements			 (K)	Operations		
19		16,781,835	18,094,251	17,478,622	660	563,843	638,757	606,666		
17					560					
		CY 99	CY 00	CY 01		CY 99	CY 00	CY 01		

PIT – Greater Pittsburgh International Airport

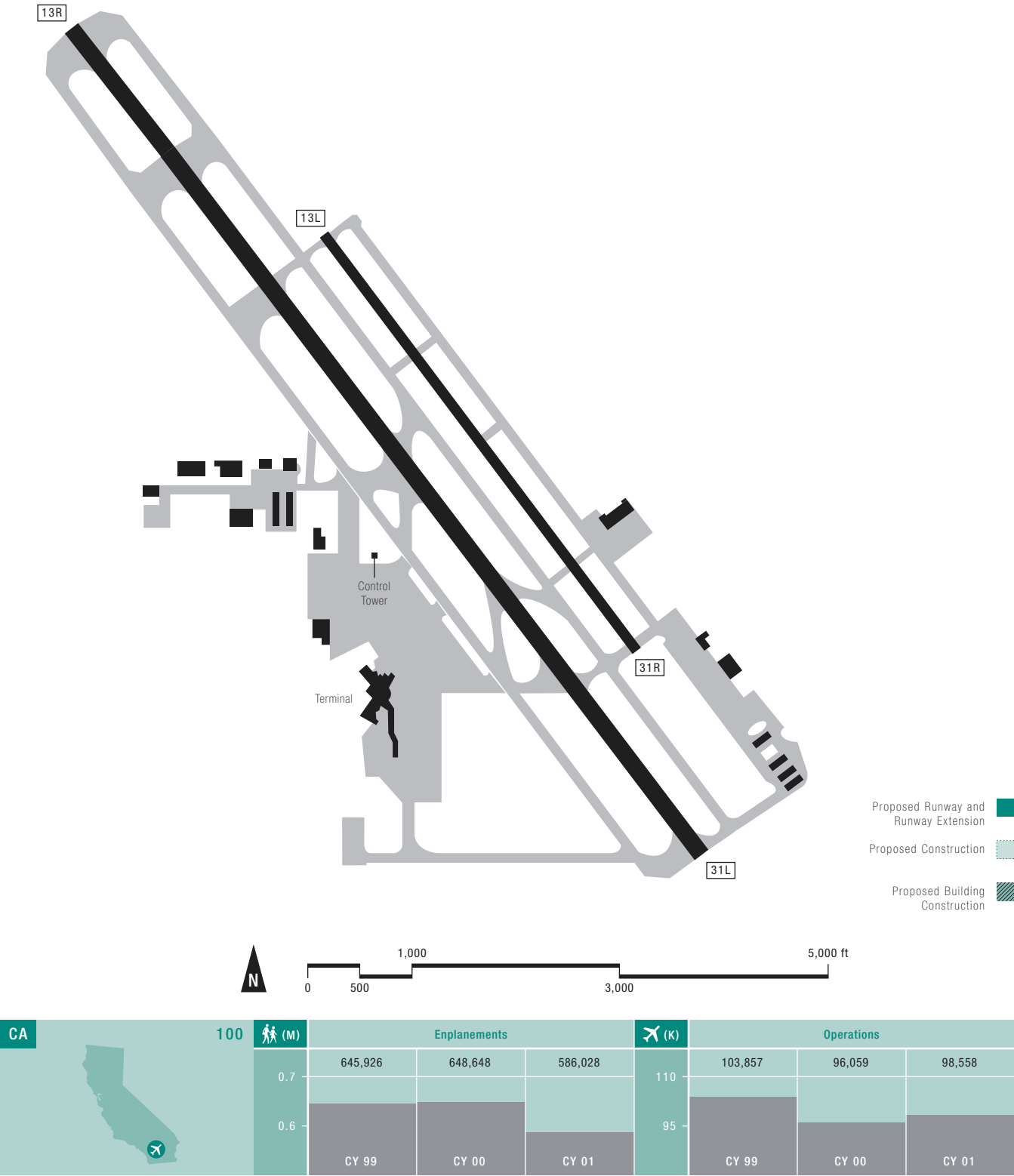
The ongoing Master Plan has recommended that at least two new runways will be needed within a 20-year planning period to accommodate projected Baseline (normal growth) forecast demands and achieve acceptable aircraft delay times and associated delay costs. The southern parallel will be located approximately 4,300 ft. south of existing Runway 10R/28L and should be operational by the time the airport reaches 495,000 annual aircraft operations. The Master Plan was completed in 2001.



PA		23	 (M)	Enplanements			 (K)	Operations		
10.0			9,302,650	9,871,995	9,939,223	460	438,412	448,181	451,180	
9.5						430				
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01	

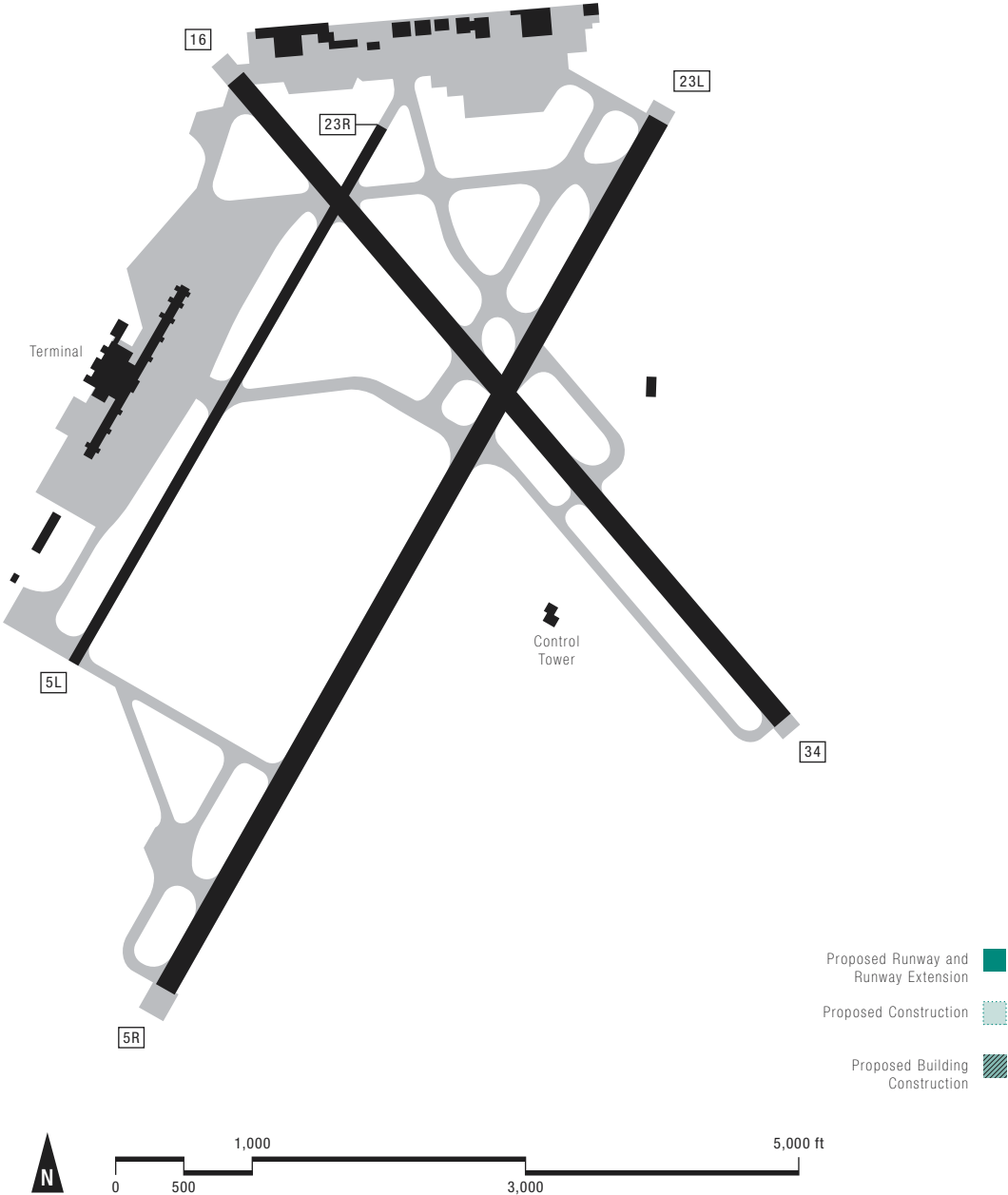
PSP – Palm Springs Regional Airport




There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



PVD – T.F. Green Airport

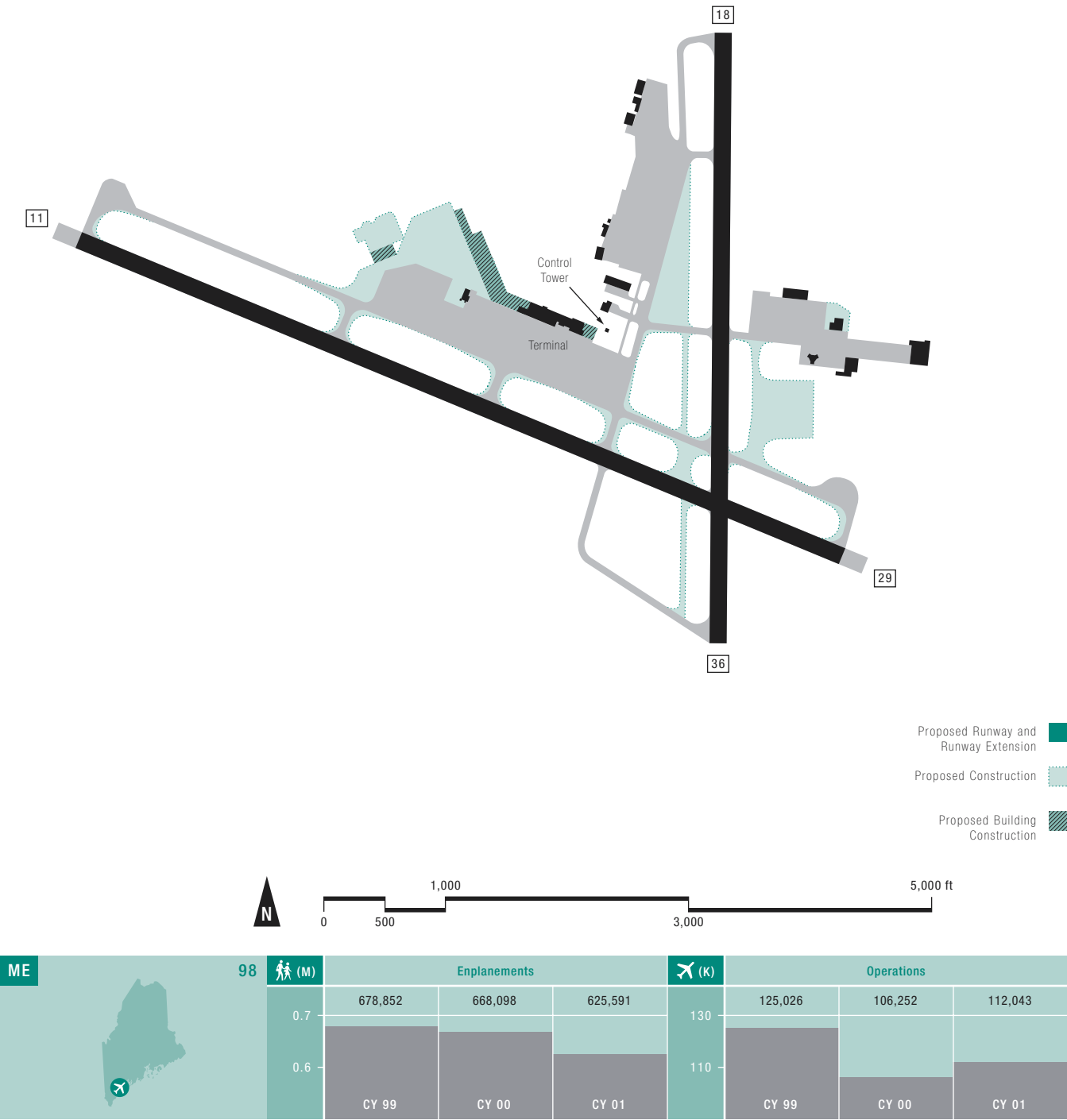
T.F. Green Airport is currently in the process of updating its Airport Master Plan.



RI		57	 (M)	Enplanements			 (K)	Operations		
				2,556,183	2,684,204	2,751,762		156,366	155,545	148,336
				3.0				160		
				2.5				150		
					CY 99	CY 00		CY 01		CY 99

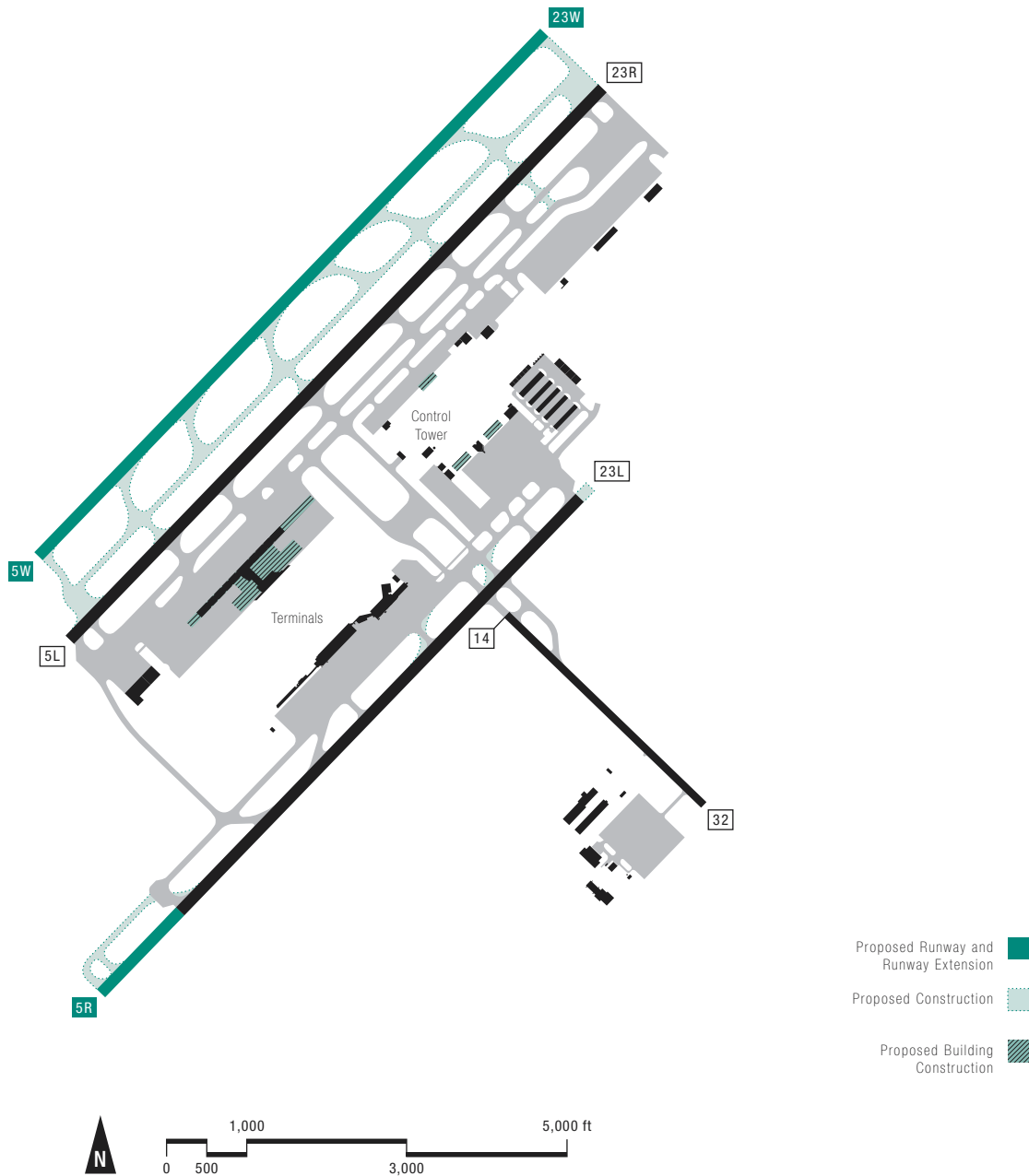
PWM – Portland International Jetport



The design is completed for a 400 ft. extension to the west end of runway 11/29, an upgrade to CAT III for runway 11/29, and complete rehabilitation of runway 11/29 and associated taxiways. Construction of the 11/29 runway extension will begin in 2002.



RDU – Raleigh-Durham International Airport

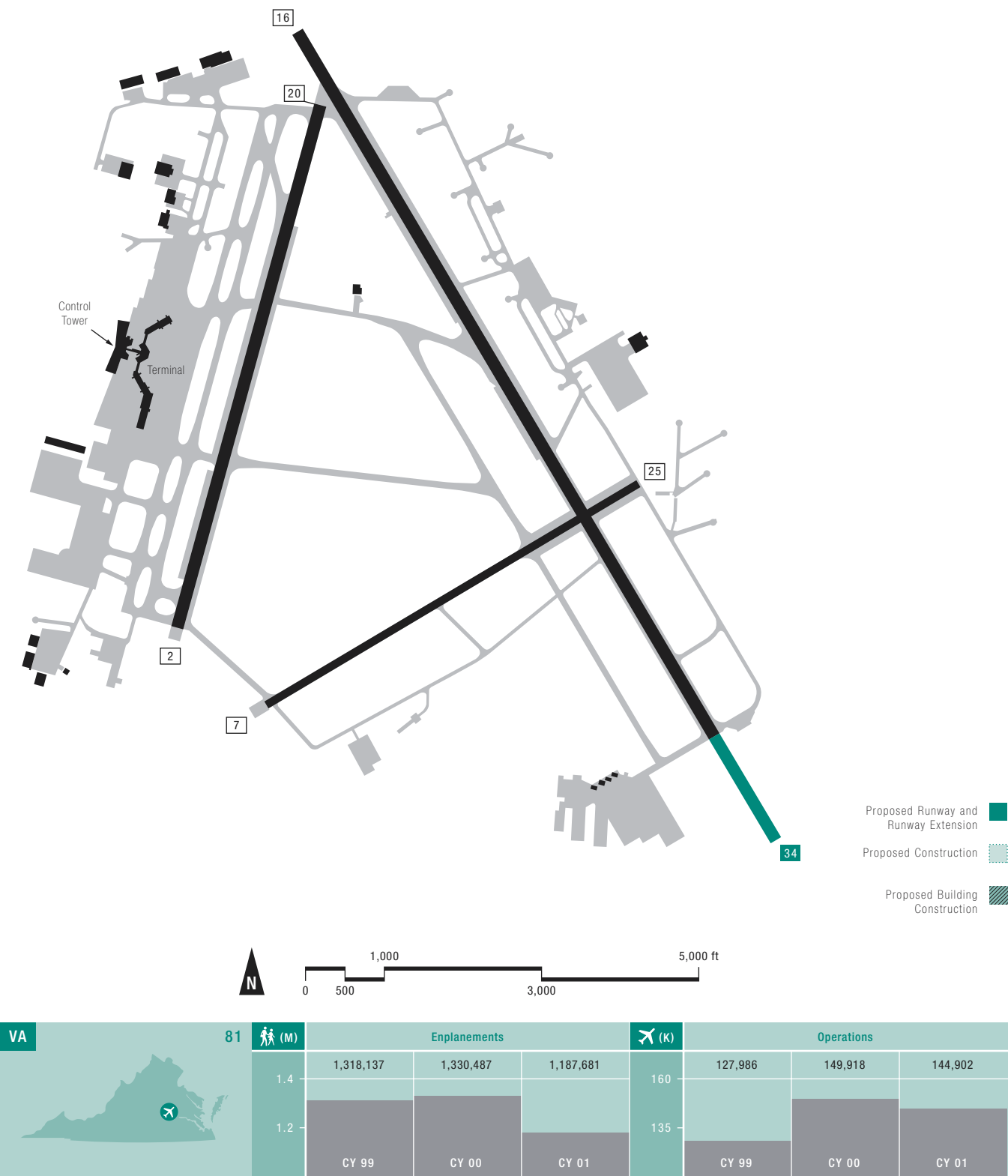
A new 8,000-ft. parallel Runway 5W/23W, located 3,000-4,300 ft. west of existing Runway 5L/23R, is planned for the future (beyond 2005). Also, a 1,500-ft. runway extension to the south end of existing Runway 5R/23L is planned following the construction of the new runway. This would bring the total useable length for landings and take-offs to 9,000 ft.



NC	39	 (M)	Enplanements			 (K)	Operations		
			4,394,220	5,191,077	4,890,606		291,185	296,434	273,687
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

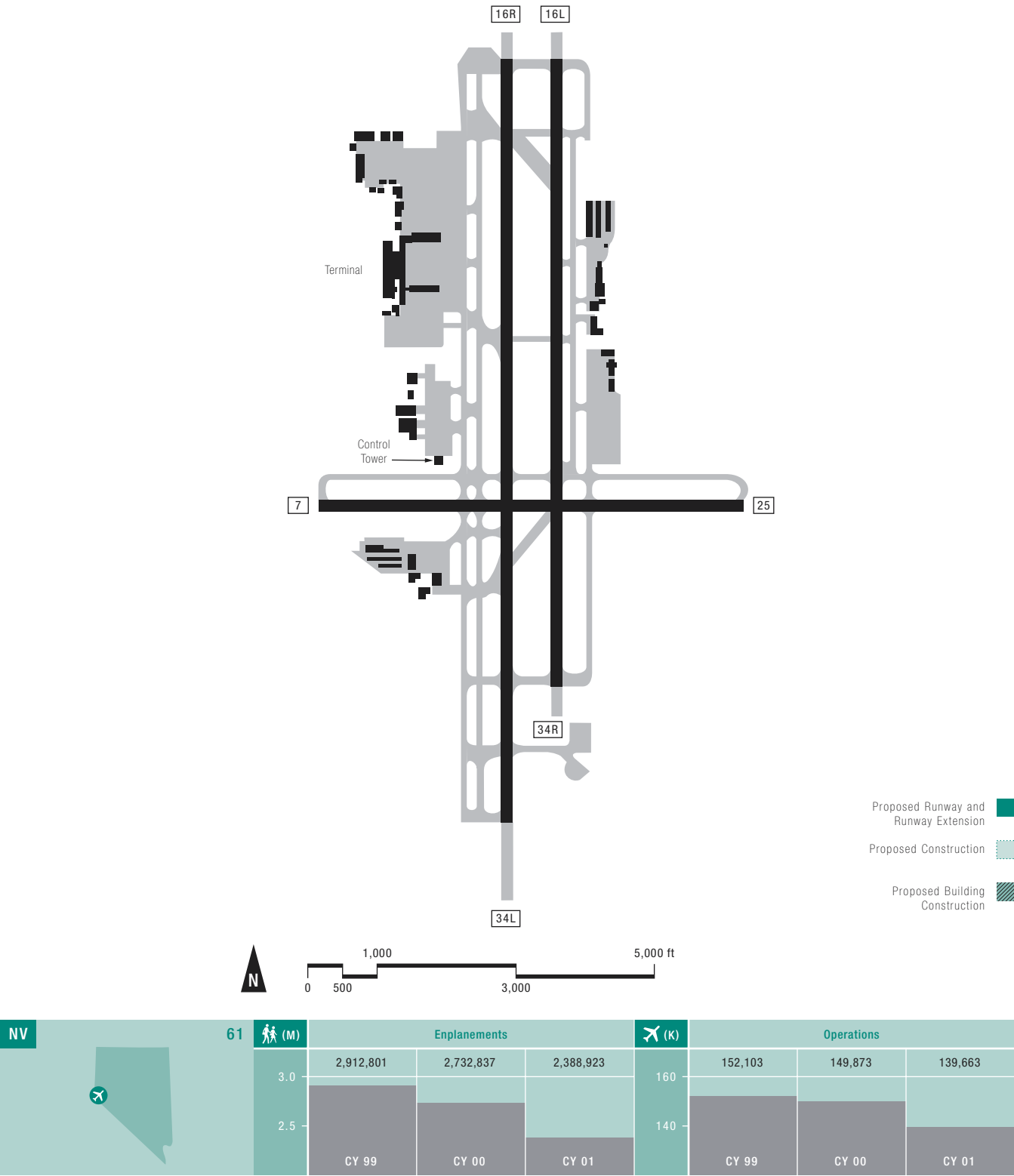
RIC – Richmond International Airport

An extension of Runway 16/34 is under design. Construction has been delayed until after 2005.



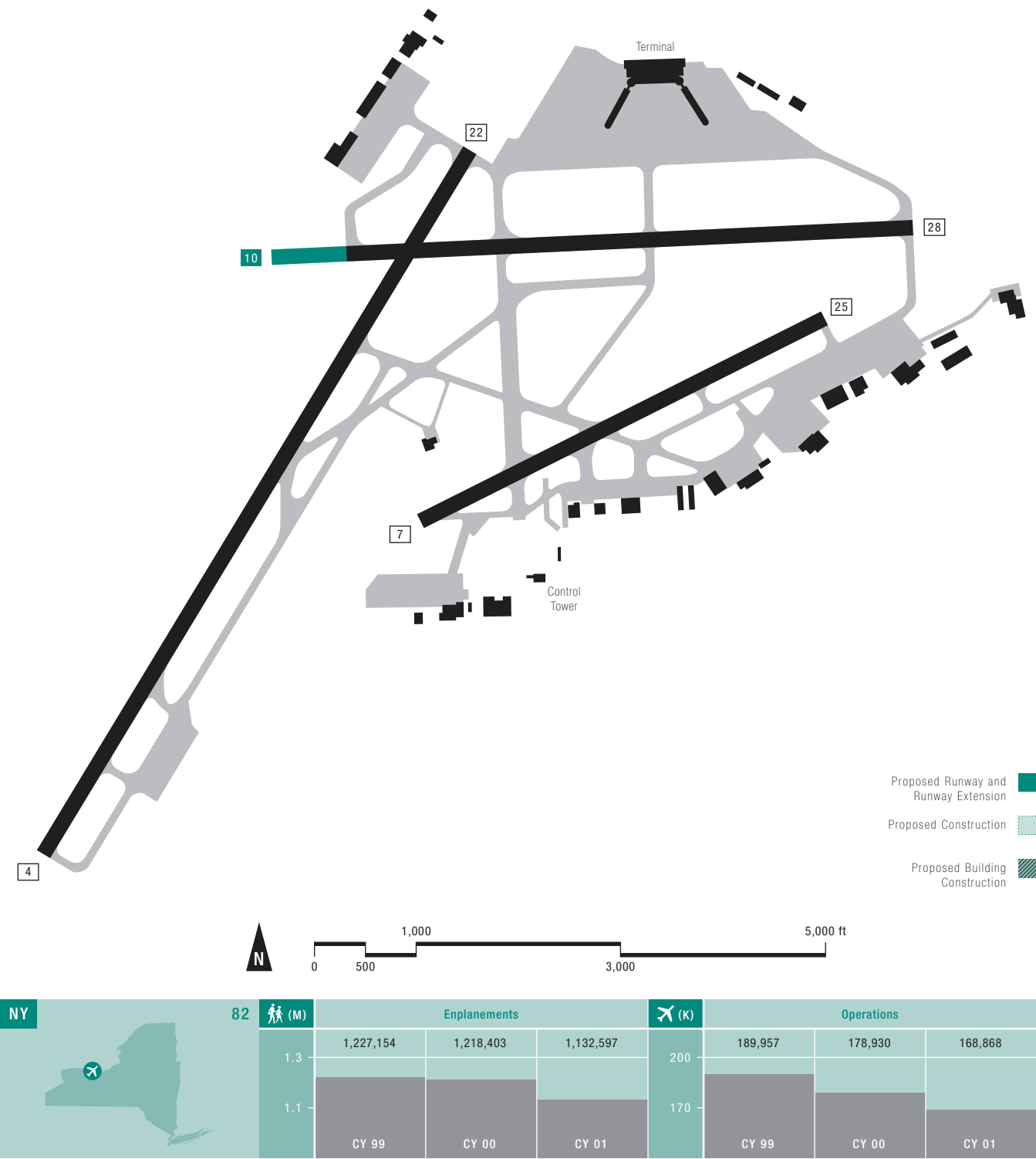
RNO – Reno Tahoe International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



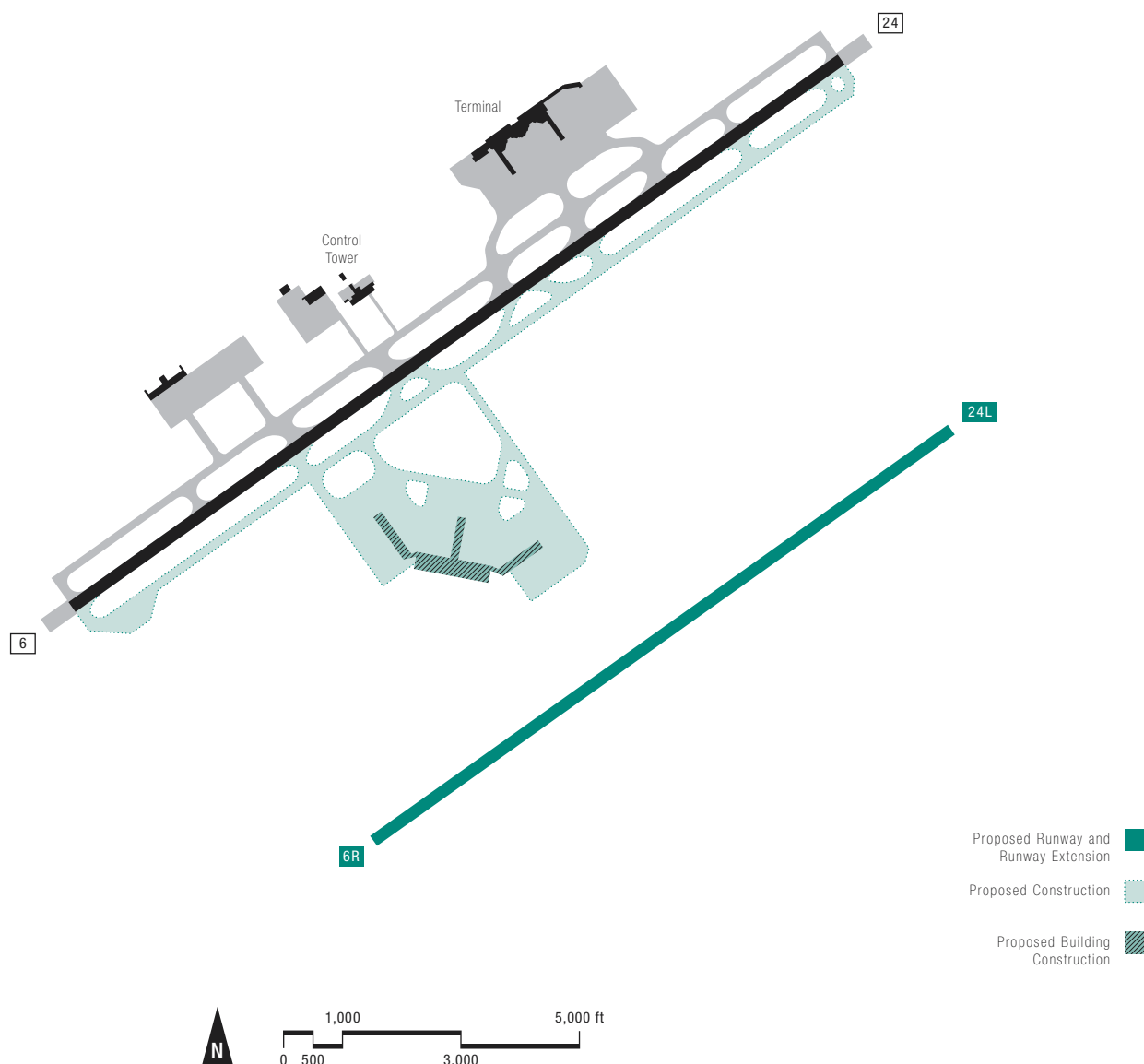
ROC – Greater Rochester International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



RSW – Fort Myers Southwest Florida Regional Airport

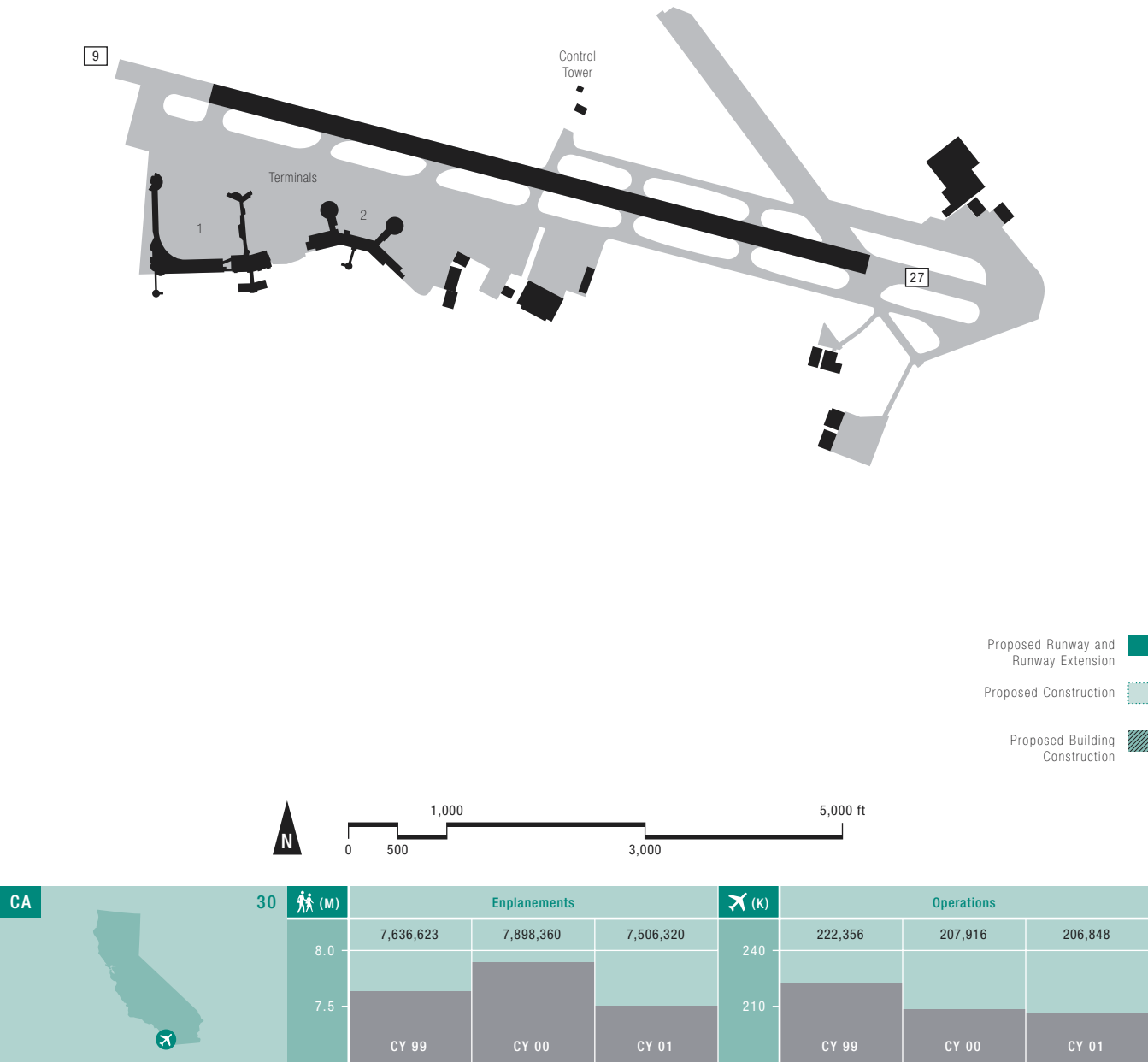
Planning has begun for a new 9,100 ft. parallel Runway 6R/24L, 4,300 ft. or more southeast of Runway 6/24. Construction is expected to begin in 2008. The new runway should be operational by 2010. The estimated cost of the project is \$80 million. This new runway will support independent parallel operations. A new terminal complex is planned to be located between the parallel runways. It is expected to be operational by 2005.



FL	58	✈️ (M)	Enplanements			✈️ (K)	Operations		
			2,418,587	2,574,322	2,596,005		74,502	77,376	75,779
			2.8				80		
			2.4			70			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

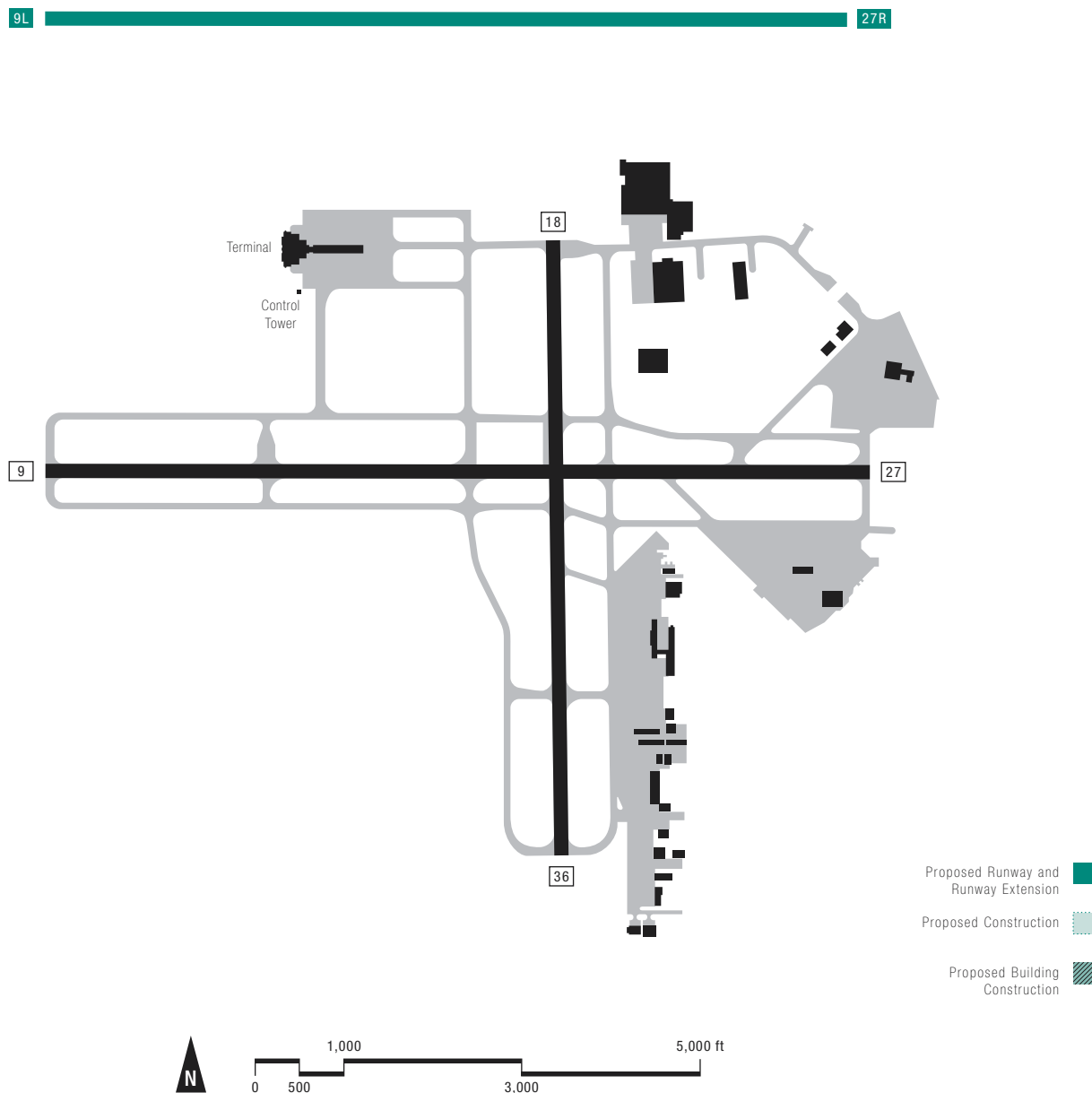
SAN – San Diego International Lindberg Field


There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



SAV – Savannah International Airport

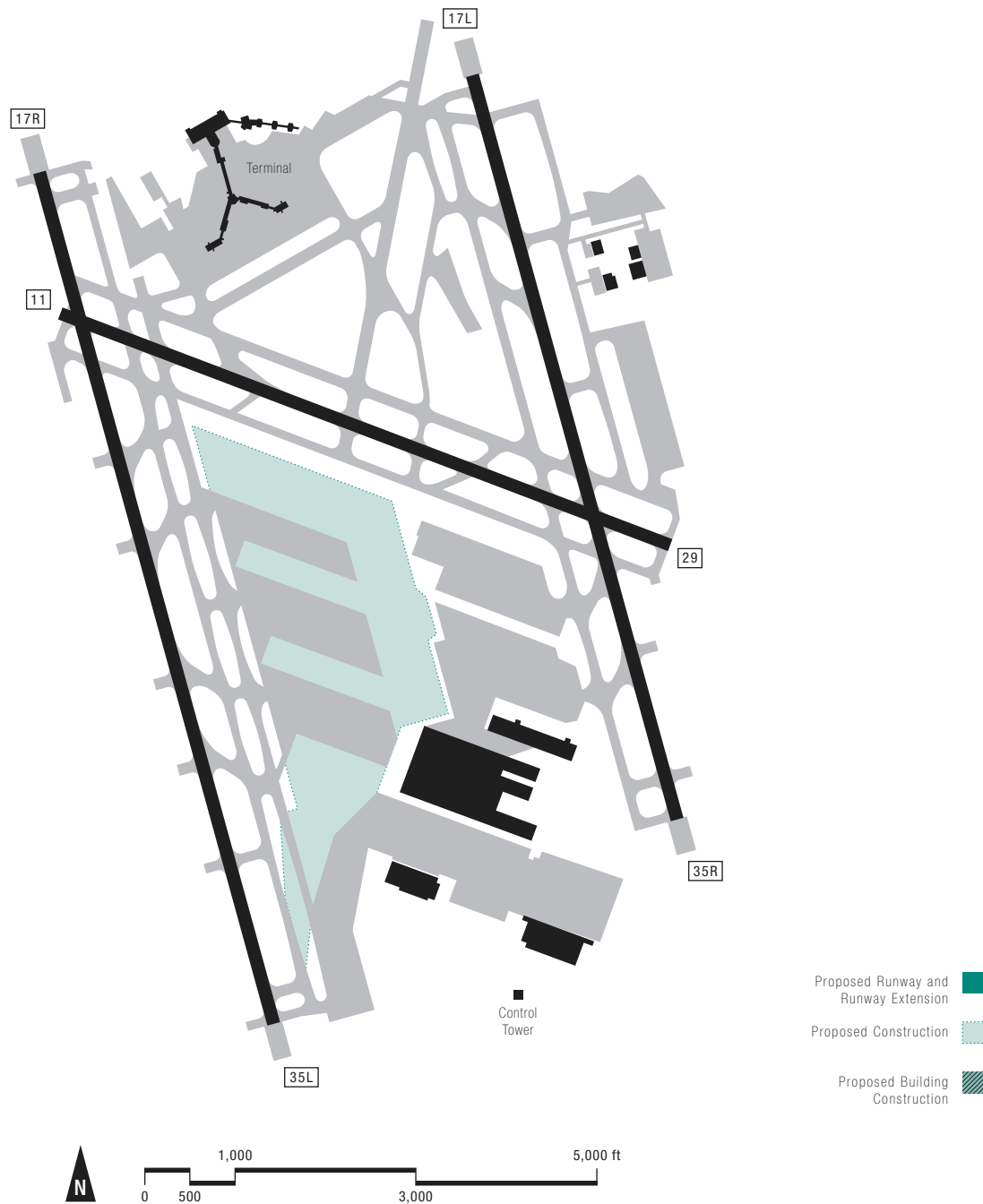
A new 9,000 ft. parallel Runway 9L/27R, approximately 5,000 ft. north of Runway 9/27, is expected to be constructed by 2020, with an estimated cost of \$20 million. This runway would allow independent parallel operations, thereby potentially doubling hourly capacity.






GA	88	Enplanements	(K)	Operations
	0.9	763,905	879,821	836,791
	0.7			
	CY 99	CY 00	CY 01	

SDF – Louisville International Airport

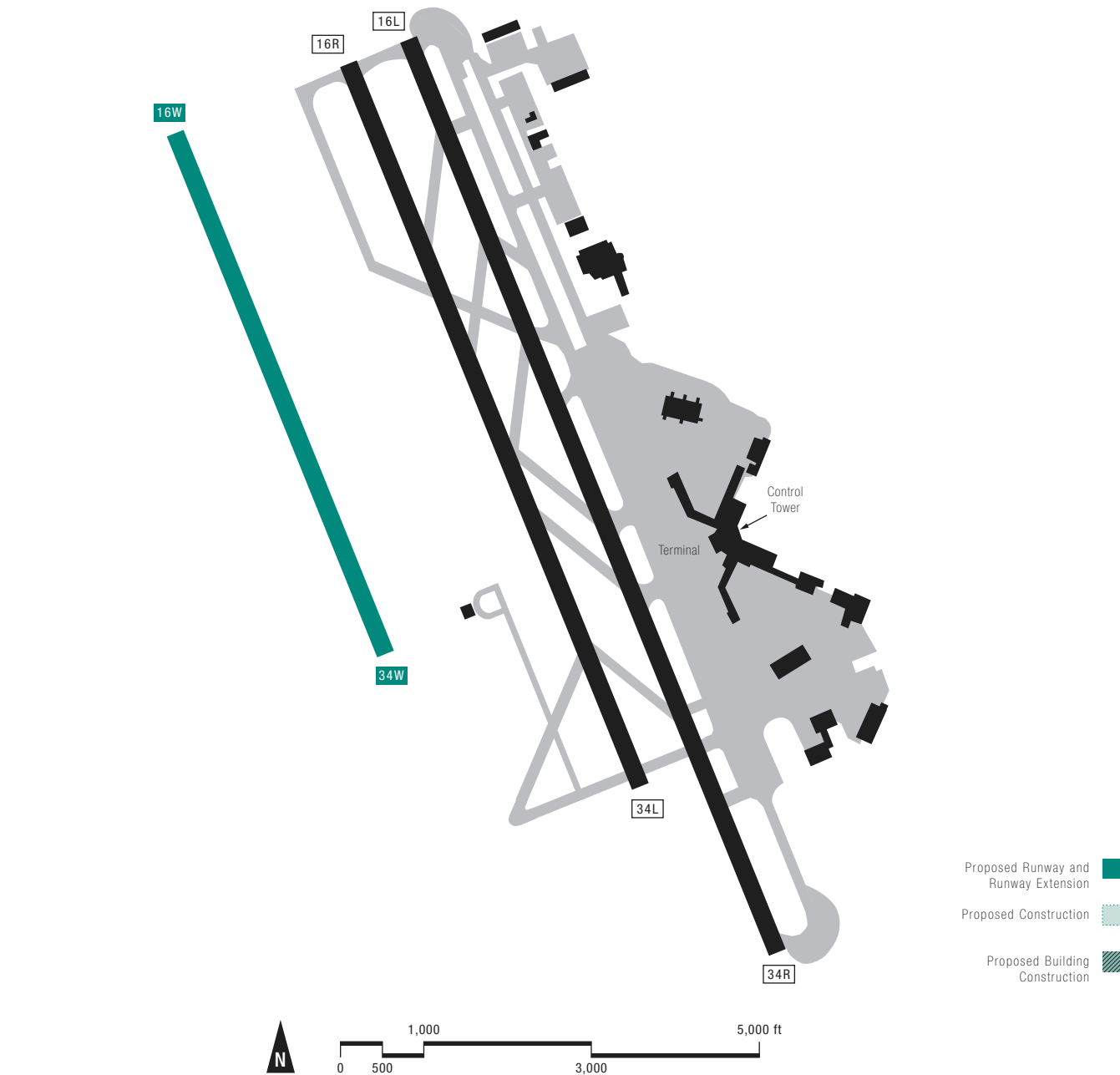
A runup pad at the south end and west of runway 17R-35L is proposed for construction in the year 2003 at a cost of \$5 million. The extension of runway 17R-35L is presently under review. The cost and date of construction is yet to be determined.



KY		64	 (M)	Enplanements			 (K)	Operations		
				1,908,829	1,974,269	1,876,499		175,282	181,535	175,852
				2.0				190		
				1.8				175		
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

SEA – Seattle-Tacoma International Airport

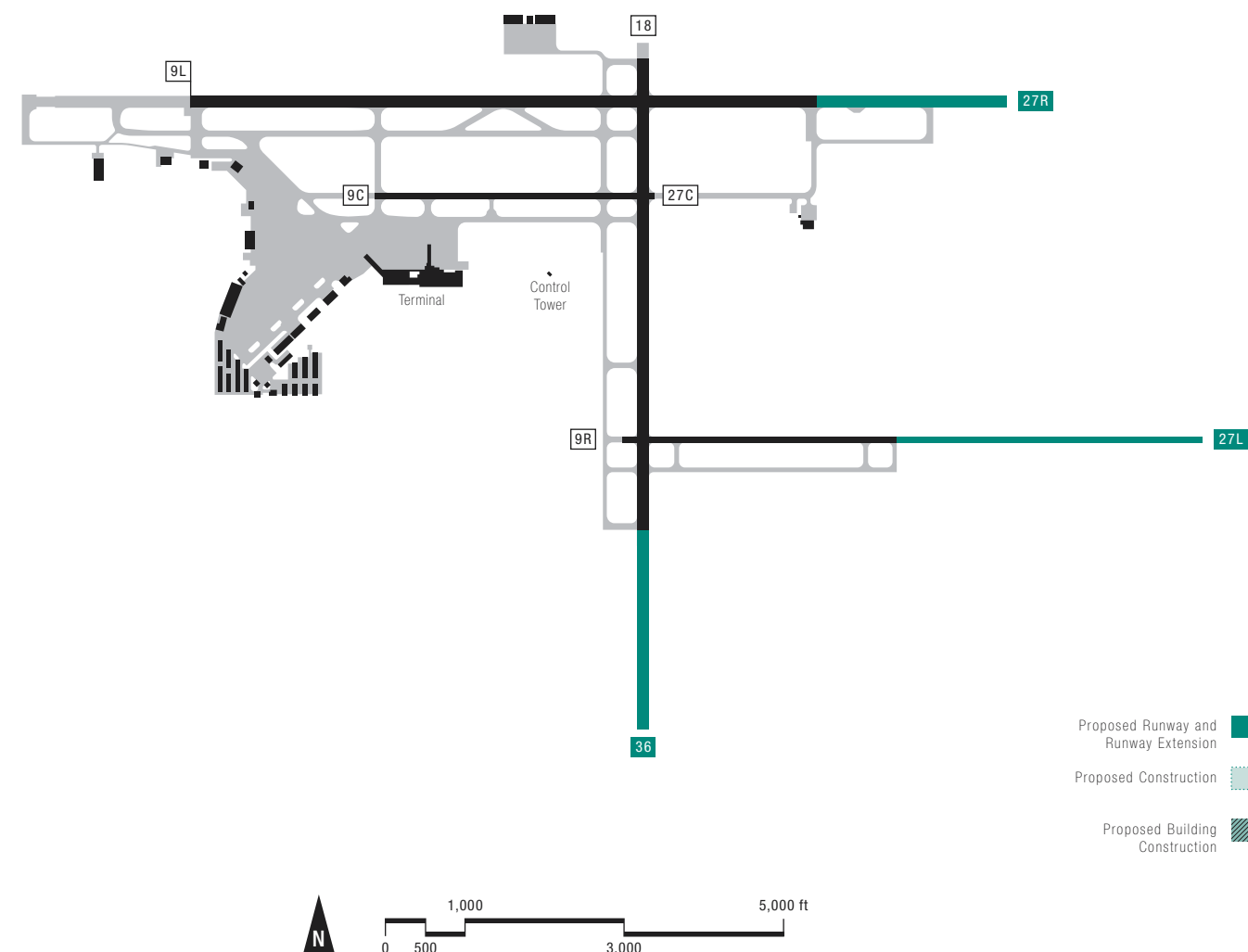
Airport improvements include a new Runway 16W/34W, 8,500 ft. in length, which will be located 2,500 ft. from Runway 16L/34R. Construction began in 1999. The runway will be completed by 2006 at a cost of \$773.0 million.



WA	17	17	Enplanements			17	Operations		
			13,610,469	13,875,942	13,184,630		433,660	445,677	400,670
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

SFB – Orlando-Sanford Airport

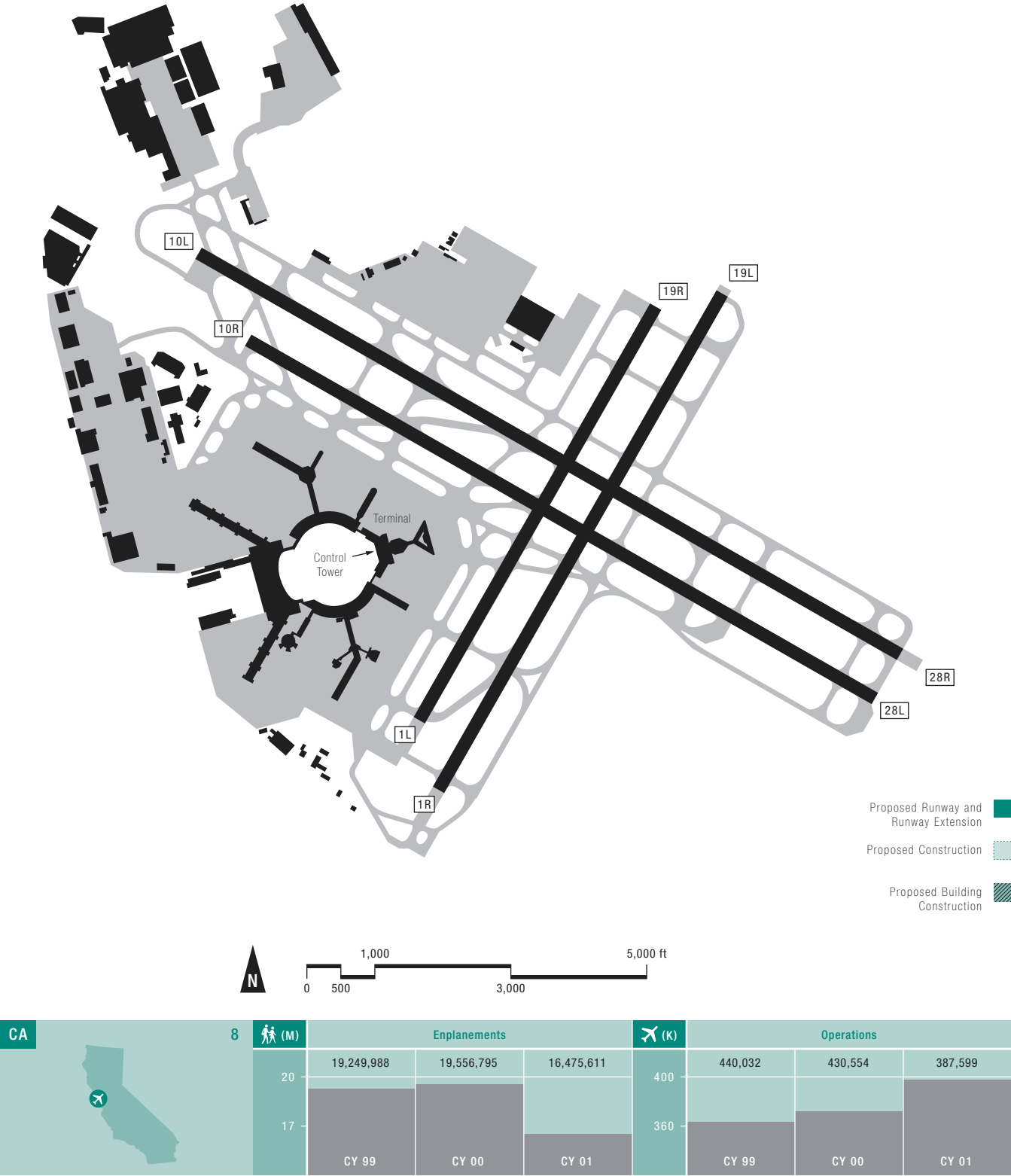
Runway 9C/27C, completed in 1998 at a cost of \$6.5 million, was approved for permanent use in 2001 by the FAA, following completion of an Environmental Assessment. Future plans include extending Runway 9R/27L to 7,400 ft. for completion by 2005 at an estimated cost of \$14 million, and then reconstructing this runway by 2006 at an estimated cost of \$4 million. Long term plans include extending Runway 18/36 to 8,500 ft., for completion by 2007 at an estimated cost of \$6 million, and extending 9L/27R to 12,000 ft. beyond 2007.



FL	96	✈️ (M)	Enplanements			✈️ (K)	Operations		
			426,570	508,092	645,944		363,224	371,784	397,557
		0.7				400			
		0.5				350			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

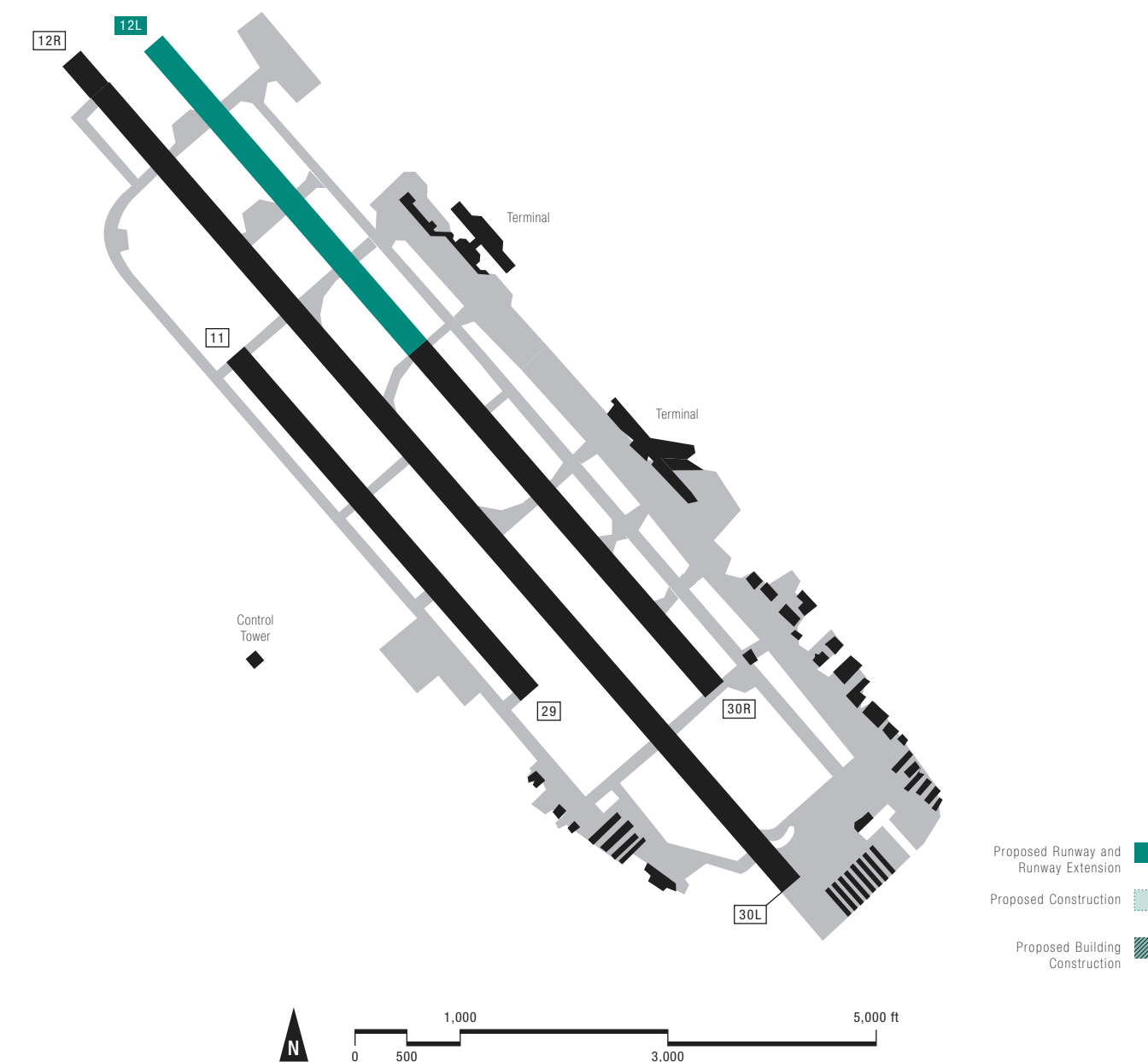
SFO – San Francisco International Airport




There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



SJC – Norman Y. Mineta San José International Airport

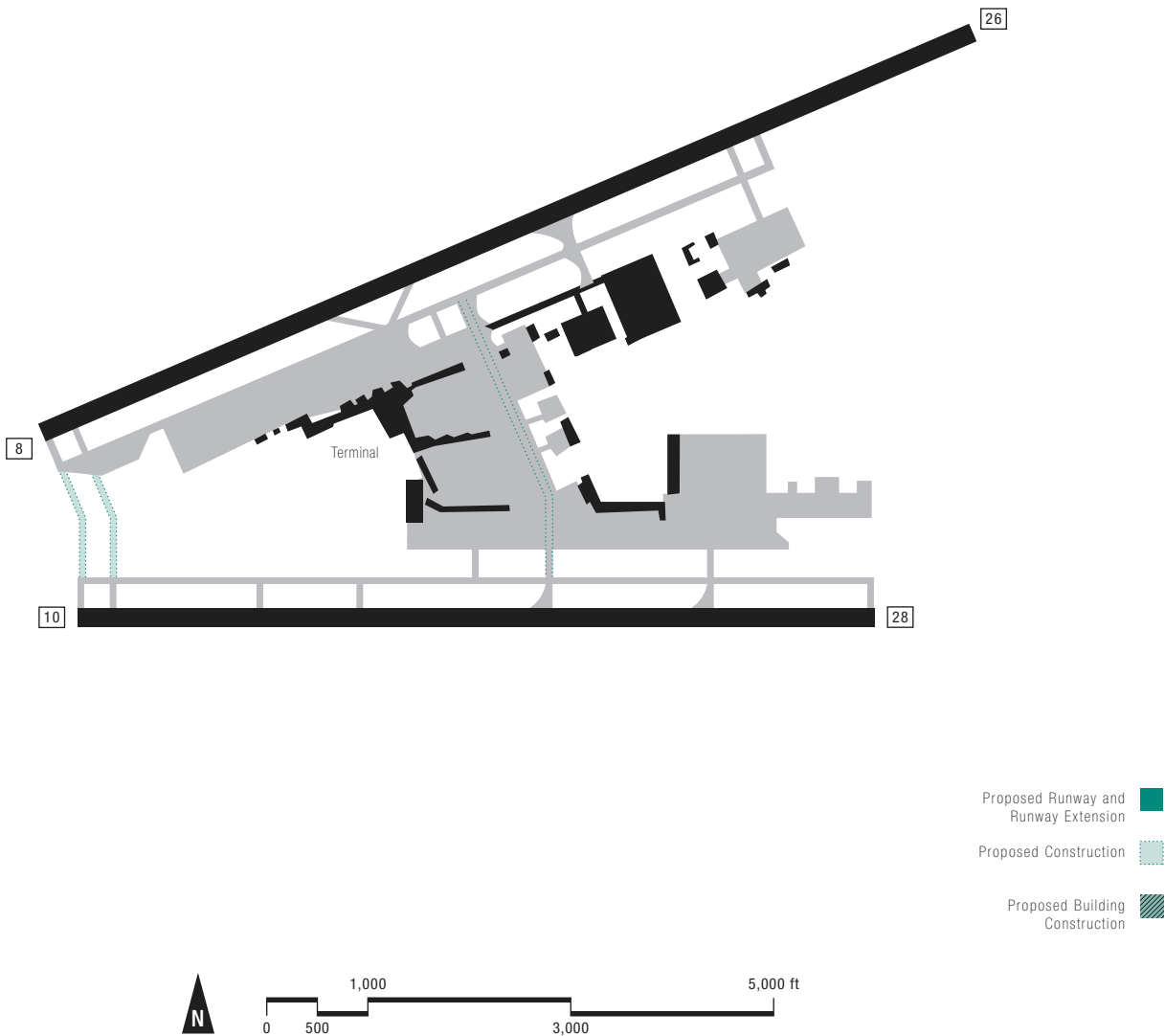
Extension, widening and strengthening of Runway 12L/30R was completed in August 2001 at a cost of \$65 million. Reconstruction of Runway 12R/30L was completed in 2002, and the lengthening of the runway from 10,200 ft. to 11,000 ft. is planned for 2003. The estimated cost is \$61.4 million.






CA		34	 (M)	Enplanements			 (K)	Operations		
		6.8	5,582,359	6,170,384	5,981,440	320	305,480	299,844	272,299	
		5.8				270				
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01	

SJU – San Juan Luis Muñoz Marín International Airport

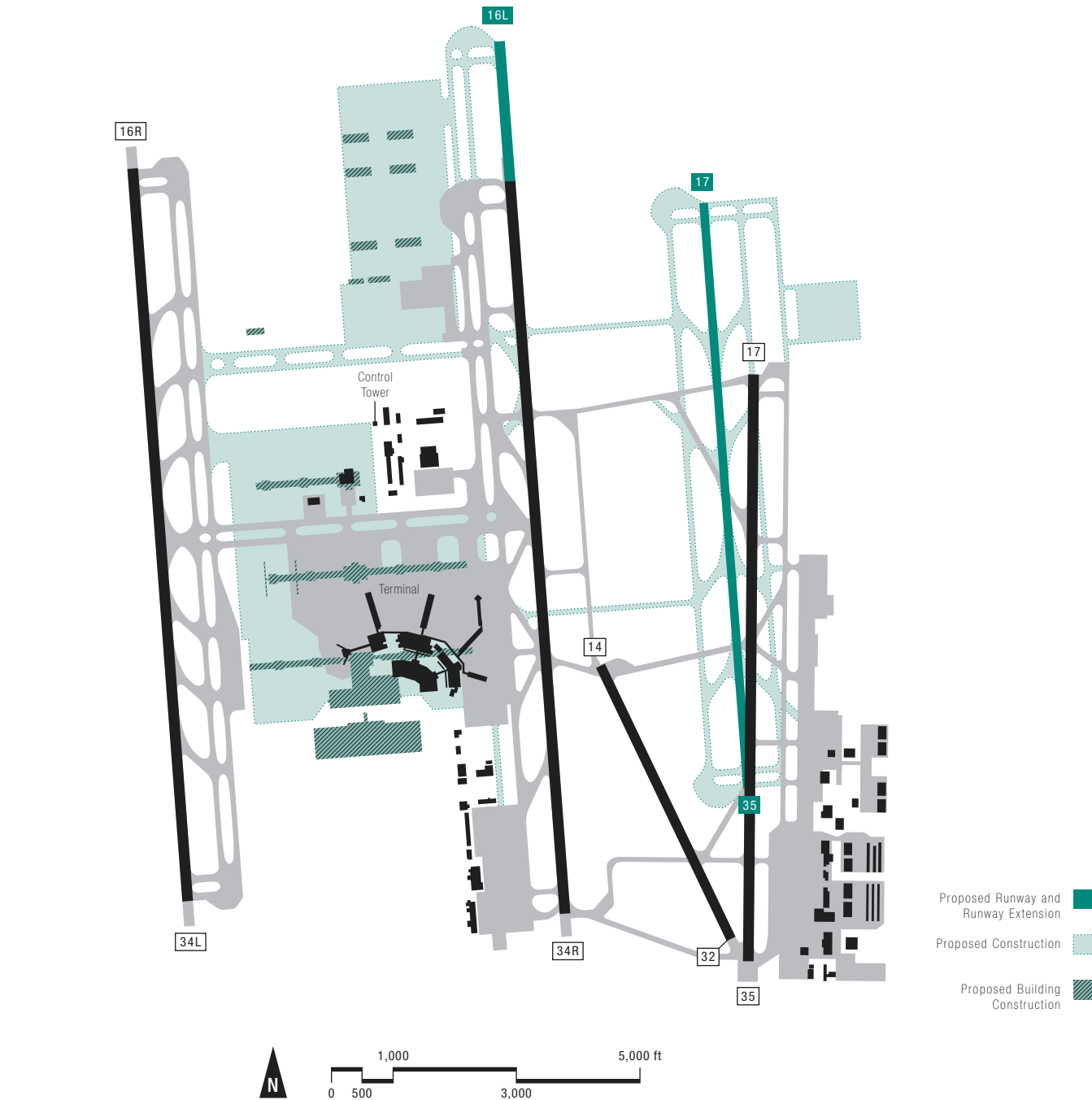
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





PR		41	 (M)	Enplanements			 (K)	Operations		
				4,760,643	5,135,591	4,706,307		224,133	236,903	205,976
				5.2				240		
				4.7				210		
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

SLC – Salt Lake City International Airport

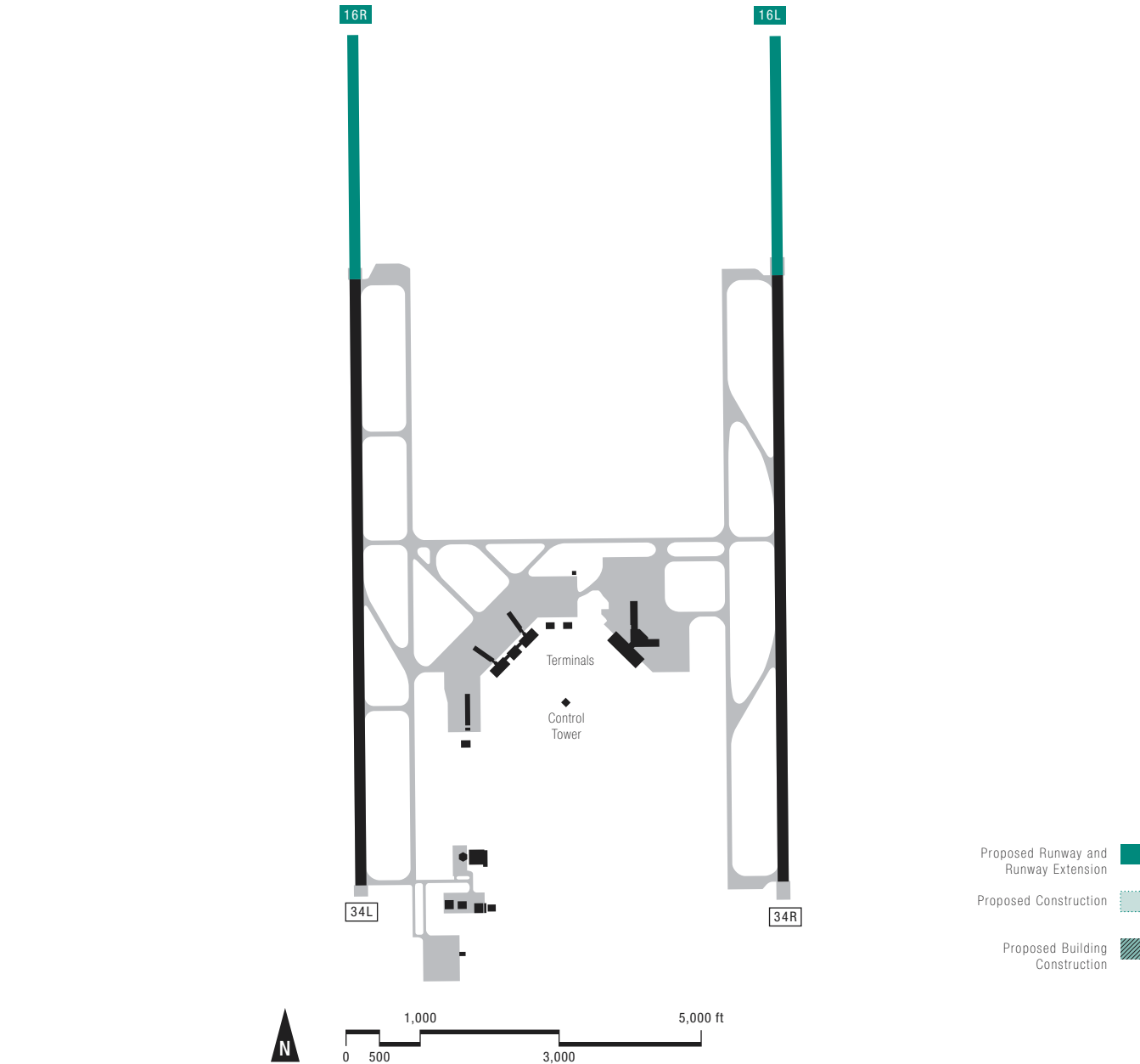
In the long-term Runway 17/35 is planned to be realigned parallel with the other two major runways. This project is identified in the 20-year master plan update.





UT	25	 (M)	Enplanements			 (K)	Operations		
			9,453,726	9,522,344	8,951,776		369,431	366,933	370,282
			10				380		
			9				360		
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

SMF – Sacramento International Airport

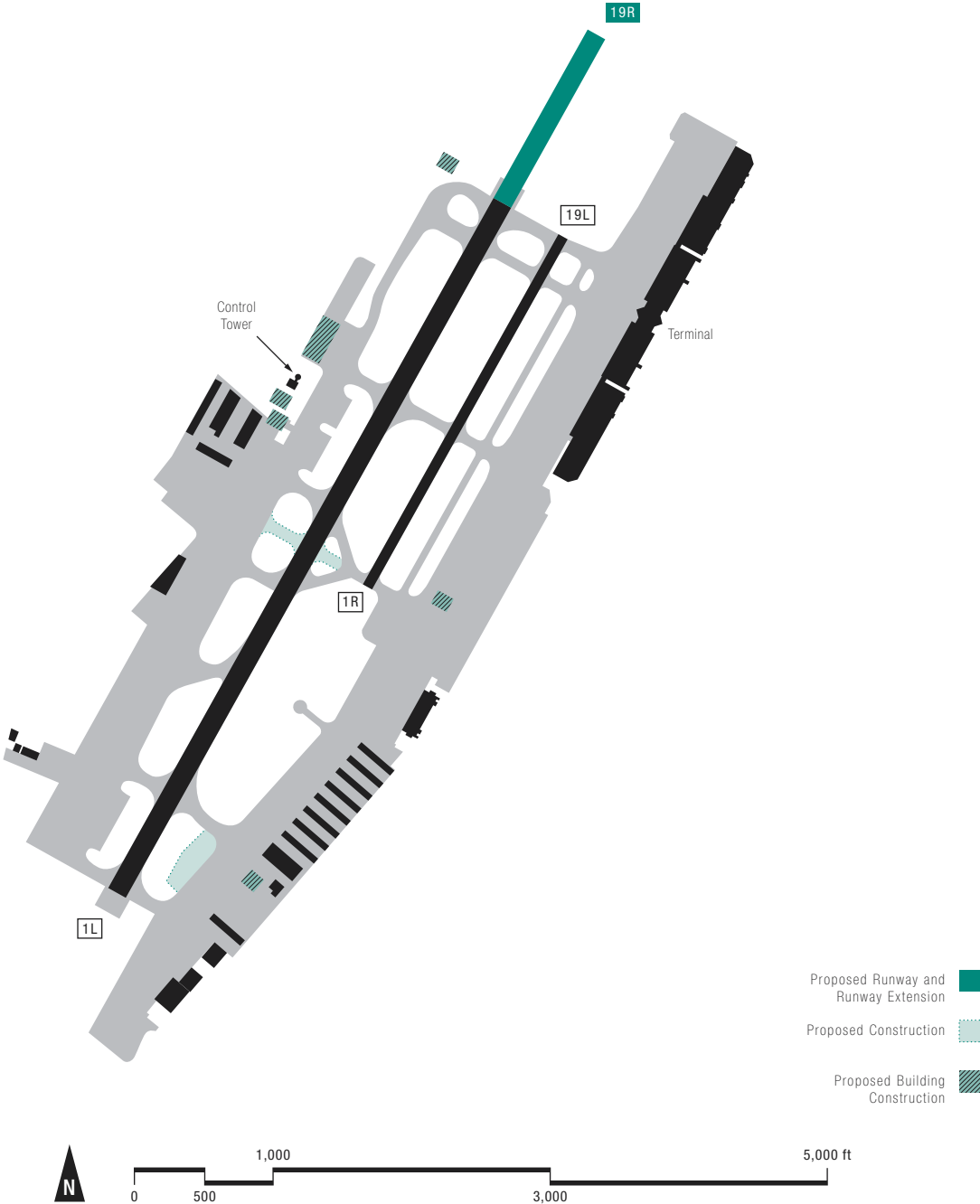
A master plan update is currently in progress. A time frame for the proposed northerly extensions of Runway 16L/34R, to an ultimate length of 12,000 ft., has not yet been identified. Alternatives for the development of a third parallel runway are being considered. A third runway would not be required until beyond 2015.






CA	44	 (M)	Enplanements			 (K)	Operations		
			3,783,566	3,979,043	4,021,102		155,521	149,969	151,642
			4.2				160		
			3.7				150		
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

SNA – John Wayne Airport - Orange County

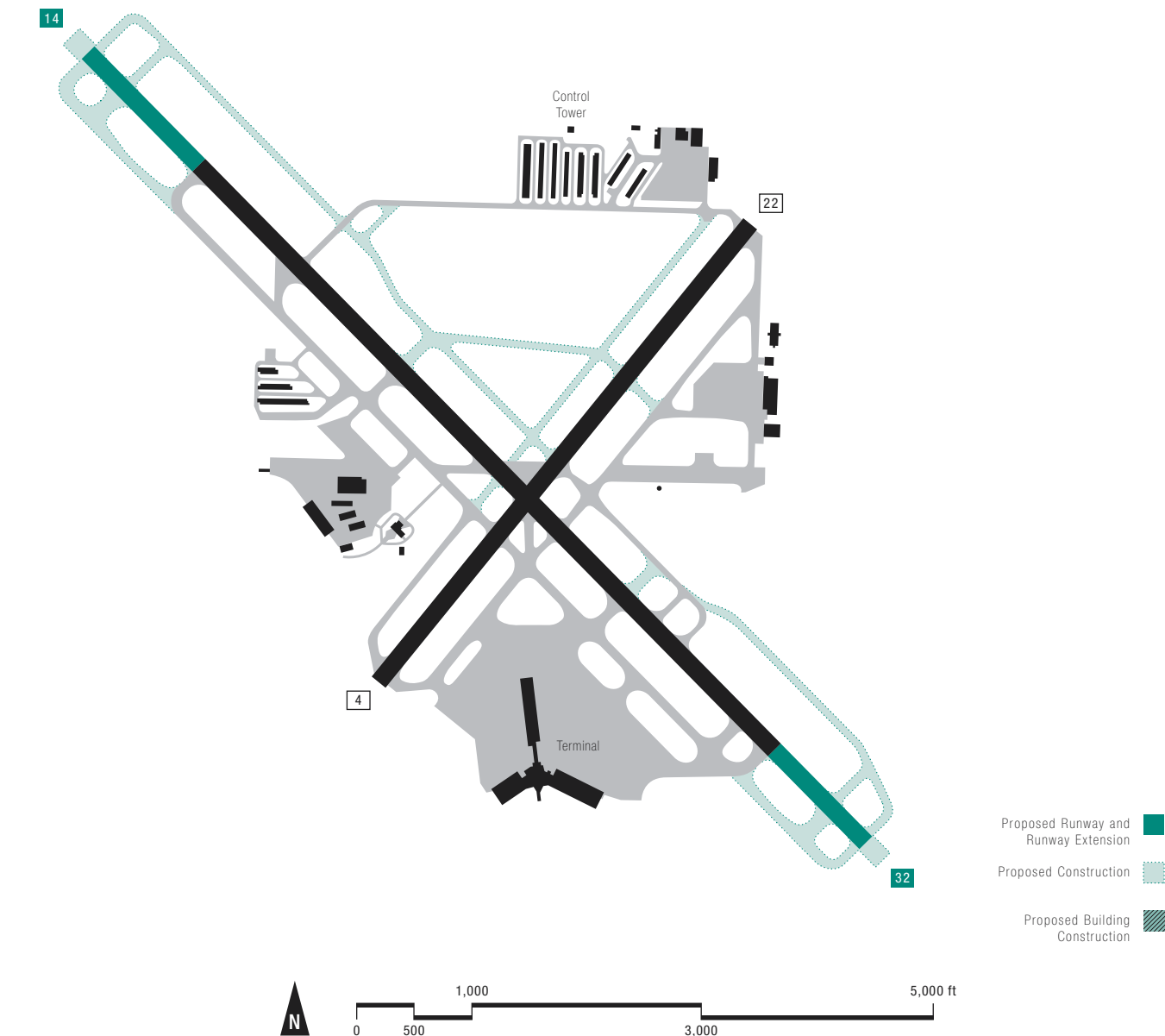
An extension of Runway 1L/19R has been considered, but is not included in Orange County's current airport development plans.



CA		45	 (M)	Enplanements			 (K)	Operations		
				3,739,968	3,914,051	3,688,304		471,454	387,864	384,987
				4.0				480		
				3.5				400		
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

SRQ – Sarasota Bradenton Airport

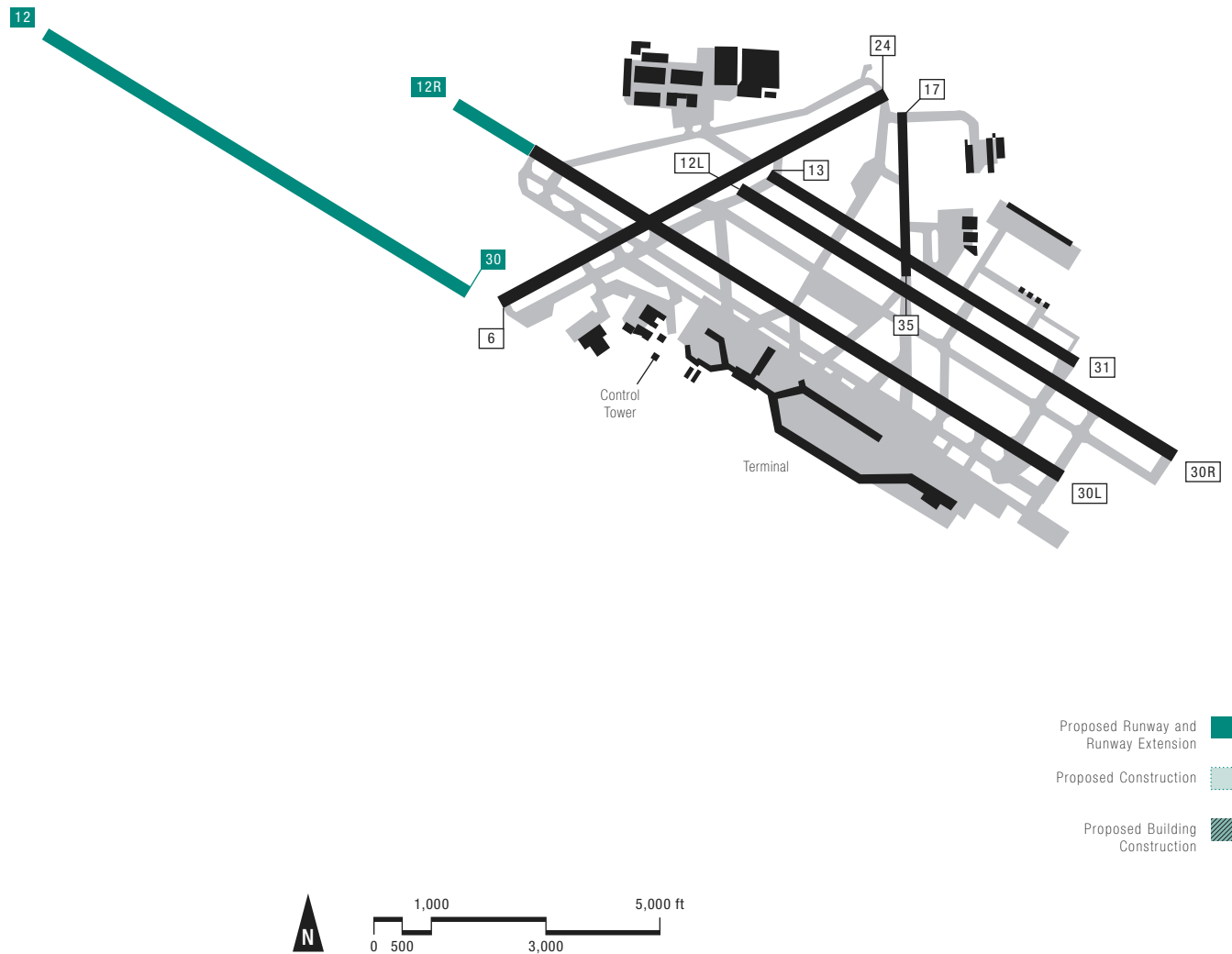
Two new parallel taxiways are being developed east of Runway 14/32 (Charlie Taxiway) and north Runway 4/22 (Delta Taxiway), as are additional runway exits suited to G.A. operations. The new parallel taxiways will reduce occupancy time and separate ground taxi operations between air carriers and G.A. The cost of these taxiways is estimated at \$12.5 million and will be operational by 2004. In addition, an extension of the existing Runway 14/32 is planned at a cost of \$5.1 million. It is expected to be operational in 2002. The runway extension will allow departures by larger and heavier aircraft and by aircraft with longer haul-lengths.






FL	99	99	Enplanements			K	Operations		
			763,215	743,603	590,391		192,088	169,537	170,842
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

STL – Lambert St. Louis International Airport

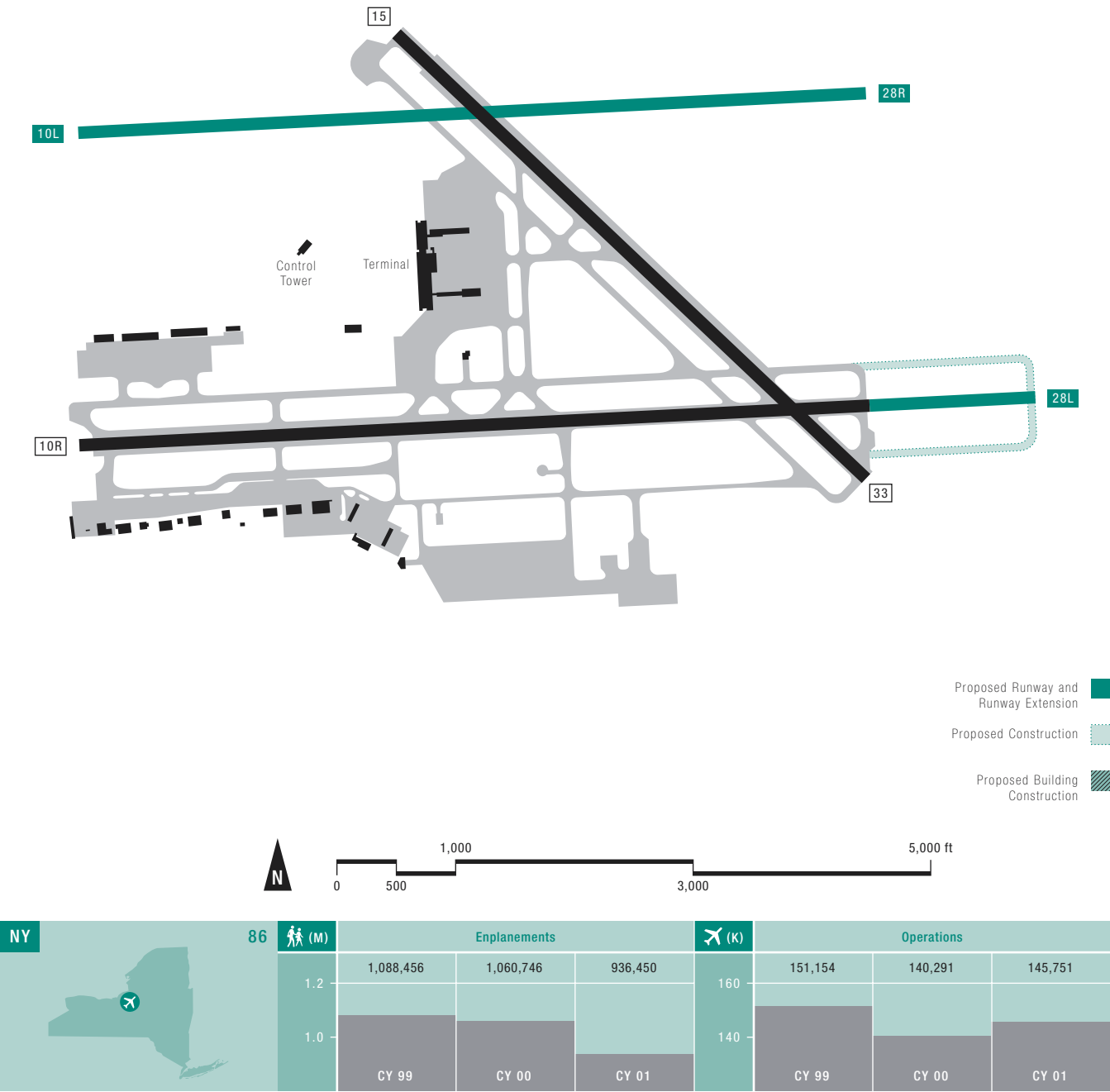
A new parallel Runway 12R/30L has been recommended in the St. Louis Airport Master Plan Update. The Plan calls for a parallel runway supporting independent IFR arrivals. Construction is in progress with an estimated completion date of 2006.



MO		16	 (M)	Enplanements			 (K)	Operations		
		16		15,075,992	15,288,493	13,264,751	520	501,239	484,224	478,947
		14								

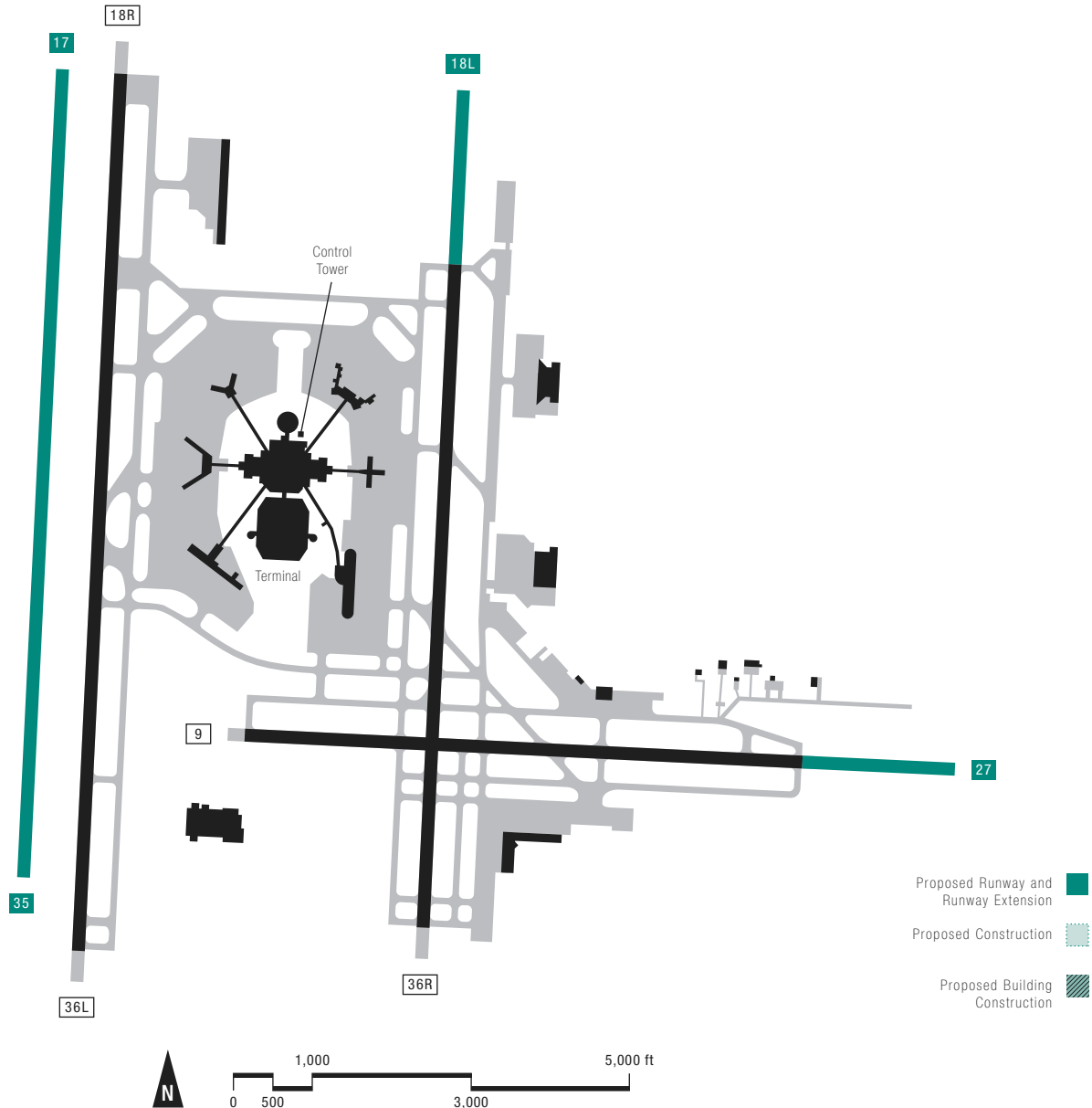
SYR – Syracuse Hancock International Airport

A new parallel Runway 10L/28R, 9,000 ft. long and separated from the existing Runway 10/28 by 3,400 ft. is being considered. It would provide independent parallel IFR operations, doubling hourly IFR arrival capacity. The cost of construction is estimated to be \$55 million for the first phase of the new runway, which would be 7,500 ft. long, including a parallel taxiway and connections to the ramp. The final length of the runway would be 9,000 ft. A capacity analysis and needs study is presently underway. Runway 10R/28L is planned to be extended 2,000 ft. to an ultimate length of 11,000 ft.



TPA – Tampa International Airport

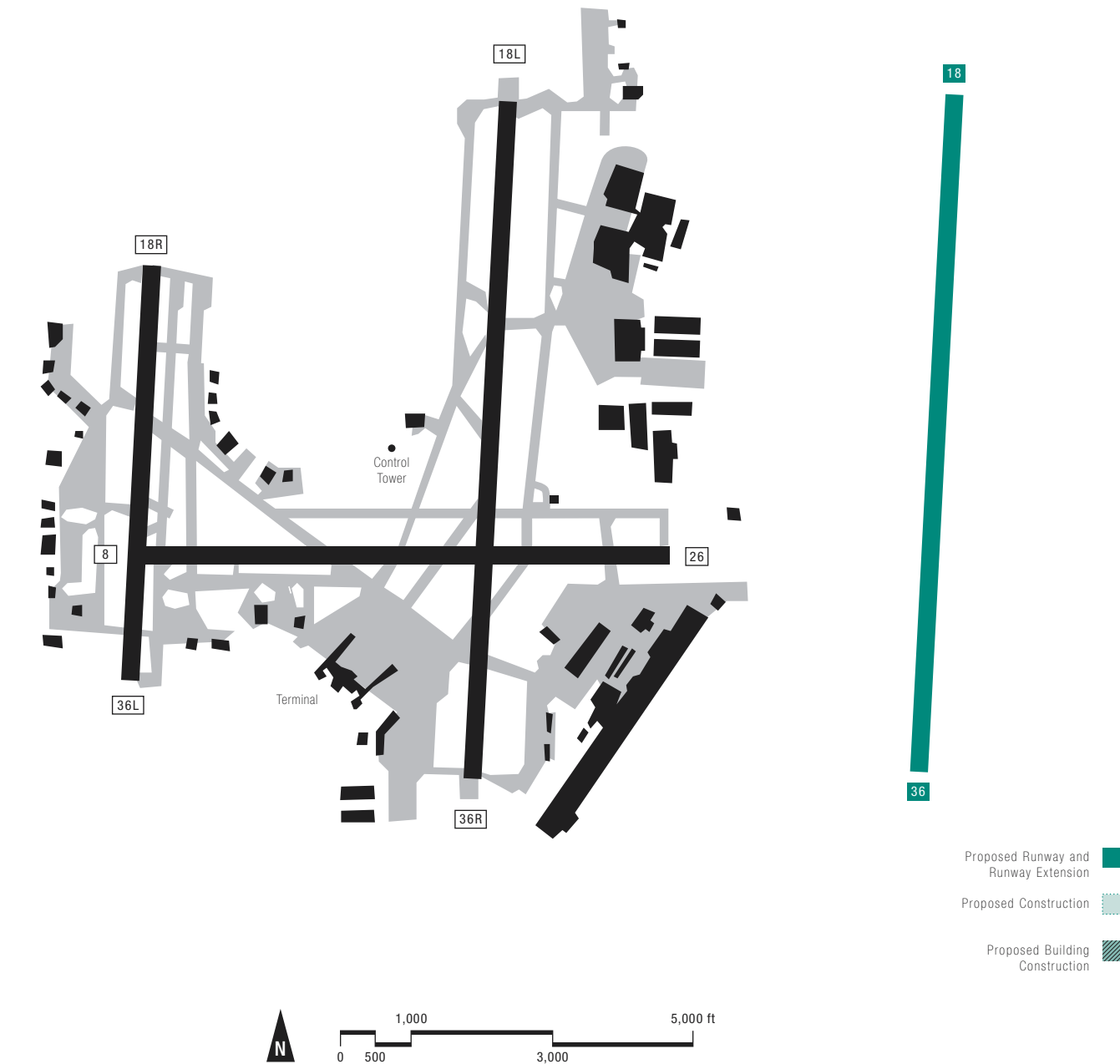
A third parallel Runway 17/35 is being considered for construction in 2010, with an operational date of 2012. It will be located 700 ft. west of the centerline of existing Runway 18R/36L, and will be approximately 10,160 ft. in length. Prior to the construction of this new runway, it is anticipated that Runway 18R will be upgraded to CAT II/III, and the associated ILS will be relocated to the new runway before it becomes operational. It is anticipated that Runway 18L will also be upgraded to CAT II/III capabilities to permit south flow landings below CAT I minimums. In addition, a 2,200-ft. northern extension of Runway 18L and a 1,200 ft. eastern extension of Runway 27 are being considered for the time frame beyond 2020.





FL	29	(M)	Enplanements			(K)	Operations		
			7,490,117	7,969,797	7,901,725		271,996	278,632	260,859
		9				280			
		7				260			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

TUL – Tulsa International Airport

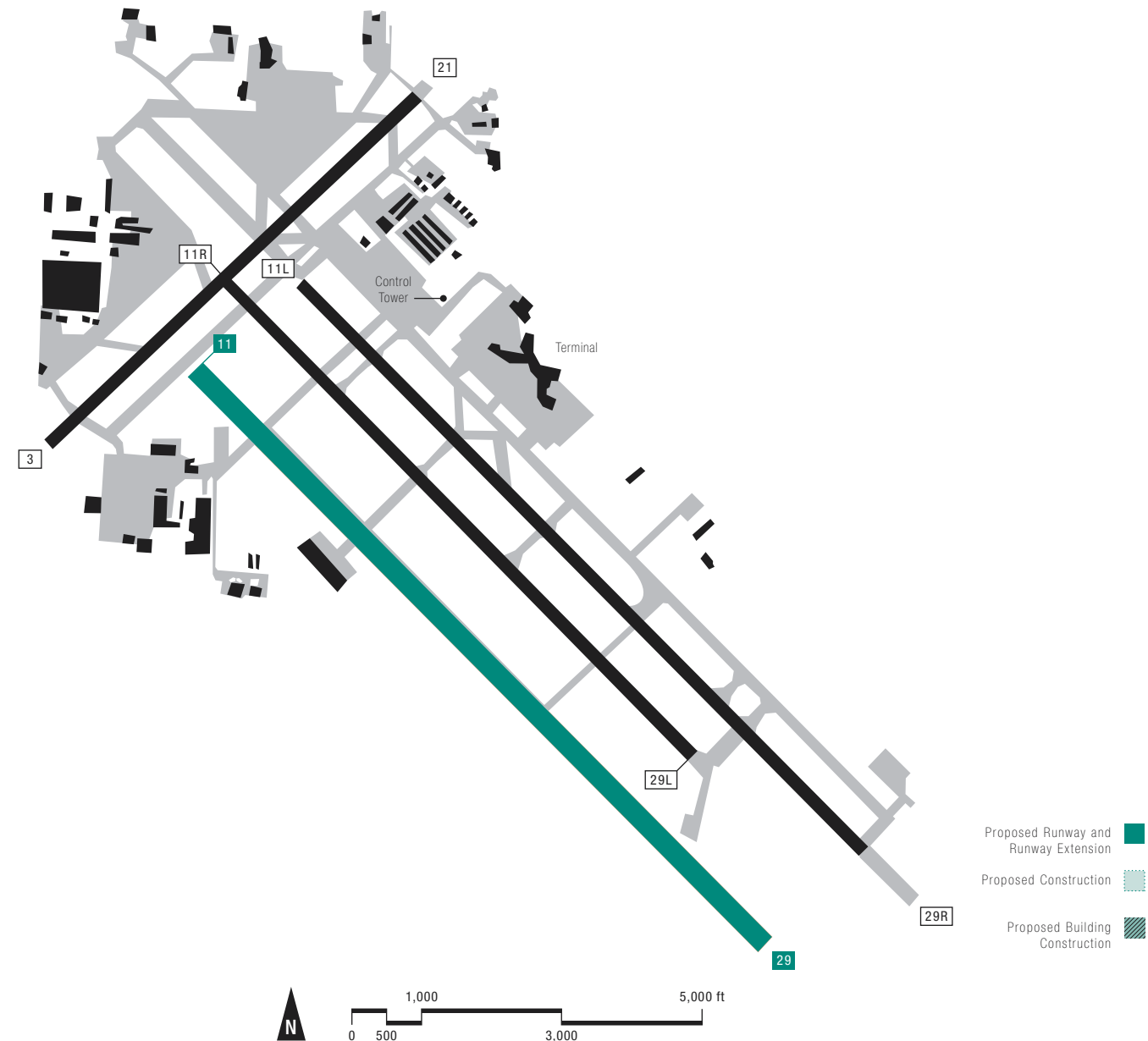
A new parallel Runway 18/36, located 6,400 ft. east of the present 18L/36R and 9,000 ft. long, is being considered. The new runway would permit IFR triple independent approaches, if approved, to Runways 18L, 18C, and 18R. It is estimated to cost \$115 million and will be operational in 2010.



OK	68	 (M)	Enplanements			 (K)	Operations		
			1,711,539	1,737,672	1,627,293		201,907	198,970	199,533
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

TUS – Tucson International Airport

An additional parallel air carrier Runway 11R/29L has been proposed. Upon completion of the new runway, the current Runway 11R/29L, a general aviation runway, will revert to its original taxiway status. Current plans call for construction to start in 2008 to be operational in 2010. The estimated is \$50 million.



AZ	66	✈️ (M)	Enplanements			✈️ (K)	Operations		
			1,781,091	1,804,086	1,749,560		279,406	250,943	261,800
			1.9				290		
			1.7			260			
			CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

TYS – Knoxville McGhee-Tyson Airport

An extension of both runways, 5L/23R and 5R/23L, is being planned for the future.

